

COLUMBUS-PHENIX CITY TRANSPORTATION IMPROVEMENT PROGRAM

FY 2015 - 2018



Prepared by

Columbus-Phenix City Metropolitan Planning Organization (CPCMPO)

**September 16, 2014
(Last Amended November 17, 2015)**

TABLE OF CONTENTS

Title and MPO Contact Page.....	I
Resolution.....	II
Systems Performance Report.....	III
MPO Membership.....	IV
MPO Boundary Map.....	V

1.0 Introduction

- 1.1 Purpose
- 1.2 MPO History
- 1.3 Laws and Regulations (FAST Act)
 - 1.3.1 Consistency with other plans
 - 1.3.2 Conformity Determination (if non-attainment)
- 1.4 Planning Emphasis Areas (PEAs)
- 1.5 TIP Process
- 1.6 Project Selection and Prioritization Process
- 1.7 TIP Amendment Process and Criteria
- 1.8 Public Participation
 - 1.8.1 Environmental Justice and Title VI
 - 1.8.2 ADA
- 1.9 Bicycle and Pedestrian Consideration
- 1.10 Environmental Mitigation and Climate Change Consideration
- 1.11 Air Quality
- 1.12 Level of Effort (LVOE) (Alabama DOT)

2.0 2-a Georgia Projects - TIP Index

3.0 3-a Alabama Projects - TIP Index

4.0 4-a Transit Index

**COLUMBUS-PHENIX CITY
METROPOLITAN PLANNING ORGANIZATION (MPO)**

**FY 2015 – 2018
TRANSPORTATION IMPROVEMENT PROGRAM**

This document is posted at <http://www.columbusga.org/Planning>

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RESOLUTION

COLUMBUS-PHENIX CITY TRANSPORTATION STUDY POLICY COMMITTEE ENDORSEMENT OF THE FISCAL YEAR 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS: the Moving Ahead for Progress in the 21st Century Act (MAP-21) requires the Metropolitan Planning Organization, in cooperation with participants in the planning process, develop and update annually the Transportation Improvement Program (TIP); and

WHEREAS: the Columbus-Phenix City Transportation Study (C-PCTS) has been designated by the Governors of Georgia and Alabama as the Metropolitan Planning Organization for the Columbus-Phenix City Metropolitan area; and

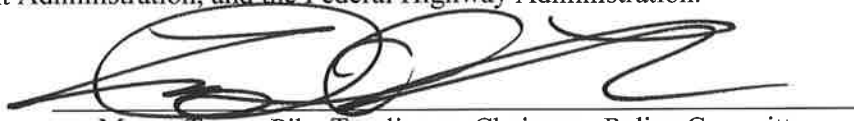
WHEREAS: the TIP is consistent with all plans, goals, and objectives of the C-PCTS, and shall be updated annually with revisions to reflect changes in program emphasis and funding availability; and

WHEREAS: the C-PCTS has made efforts to obtain the participation of public and private transit operations in the development and implementation of transit – related projects in the TIP; and

WHEREAS: the urban transportation planning regulations require that the TIP be a product of a planning process certified in conformance with all applicable requirements of law and regulation; and

WHEREAS: the Columbus-Phenix City Transportation Study, the Georgia Department of Transportation, the Alabama Department of Transportation, the Federal Transit Administration, and the Federal Highway Administration have reviewed the organization and activities of the planning process and found them to be in conformance with the requirements of the law and regulations; and

NOW, THEREFORE, BE IT RESOLVED that the Columbus-Phenix City Transportation Study Policy Committee finds that the requirements of applicable laws and regulations regarding metropolitan transportation planning have been met and its chairman authorized to execute a joint certification to this effect with the Georgia Department of Transportation, the Alabama Department of Transportation, the Federal Transit Administration, and the Federal Highway Administration.



Mayor Teresa Pike Tomlinson, Chairman, Policy Committee
Columbus-Phenix City Transportation Study

9/23/14

Date

Attest


Rick Jones, MPO/Planning Director

Columbus-Phenix City Transportation Study Metropolitan Planning Organization Transportation Improvement Program System Performance Report

Background

Pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21) Act enacted in 2012 and the Fixing America's Surface Transportation Act (FAST Act) enacted in 2015, state Departments of Transportation (DOT) and Metropolitan Planning Organizations (MPO) must apply a transportation performance management approach in carrying out their federally-required transportation planning and programming activities. The process requires the establishment and use of a coordinated performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs.

On May 27, 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule (The Planning Rule).¹ This regulation implements the transportation planning and transportation performance management provisions of MAP-21 and the FAST Act.

In accordance with The Planning Rule and the Georgia Performance Management Agreement between the Georgia DOT (GDOT) and the Georgia Association of Metropolitan Planning Organizations (GAMPO), GDOT and each Georgia MPO must publish a System Performance Report for applicable performance measures in their respective statewide and metropolitan transportation plans and programs. The System Performance Report presents the condition and performance of the transportation system with respect to required performance measures, documents performance targets and progress achieved in meeting the targets in comparison with previous reports. This is required for the following:

- In any statewide or metropolitan transportation plan or program amended or adopted after May 27, 2018, for Highway Safety/PM1 measures;
- In any statewide or metropolitan transportation plan or program amended or adopted after October 1, 2018, for transit asset measures;
- In any statewide or metropolitan transportation plan or program amended or adopted after May 20, 2019, for Pavement and Bridge Condition/PM2 and System Performance, Freight, and Congestion Mitigation and Air Quality/PM3 measures; and
- In any statewide or metropolitan transportation plan or program amended or adopted after July 20, 2021, for transit safety measures.

The Columbus-Phenix City Transportation Study MPO Fiscal Year (FY) 2018-2021 Transportation Improvement Program (TIP) was adopted on October 24, 2017. Per the Planning Rule and the Georgia Performance Management Agreement, the System Performance Report for the Columbus-Phenix City Transportation Study MPO's FY 2018-2021 TIP is included, herein,

¹ 23 CFR 450.314

for the required Highway Safety/PM1, Bridge and Pavement Condition/PM2, and System Performance, and Freight.

Highway Safety/PM1

Effective April 14, 2016, the FHWA established the highway safety performance measures² to carry out the Highway Safety Improvement Program (HSIP). These performance measures are:

1. Number of fatalities;
2. Rate of fatalities per 100 million vehicle miles traveled;
3. Number of serious injuries;
4. Rate of serious injuries per 100 million vehicle miles traveled; and
5. Number of combined non-motorized fatalities and non-motorized serious injuries.

Safety performance targets are provided annually by the States to FHWA for each safety performance measure. Current statewide safety targets address calendar year 2019 and are based on an anticipated five-year rolling average (2015-2019). Georgia statewide safety performance targets for 2019 are included in Table 1, along with statewide safety performance for the two most recent reporting periods³. The Columbus-Phenix City Transportation Study MPO adopted/approved the Georgia statewide safety performance targets on January 15, 2019.

The latest safety conditions will be updated annually on a rolling 5-year window and reflected within each subsequent System Performance Report, to track performance over time in relation to baseline conditions and established targets.

Table 1. Highway Safety/PM1, System Conditions and Performance

Performance Measures	Georgia Statewide Performance (Five-Year Rolling Average 2012-2016)	Georgia Statewide Performance (Five-Year Rolling Average 2013-2017)	2019 Georgia Statewide Performance Target (Five-Year Rolling Average 2015-2019)
Number of Fatalities	1,305.2	1376.6	1,655.0
Rate of Fatalities per 100 Million Vehicle Miles Traveled	1.148	1.172	1.310
Number of Serious Injuries	17,404.6	23,126.8	24,324.0
Rate of Serious Injuries per 100 Million Vehicle Miles Traveled	15.348	19.756	18.900
Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries	1,138.0	978.4	1,126.0

The Columbus-Phenix City Transportation Study MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional

² 23 CFR Part 490, Subpart B

³ https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/

performance targets. As such, the FY 2018-2021 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the Georgia Strategic Highway Safety Plan (SHSP), the Georgia Highway Safety Improvement Program (HSIP), the current 2040 Georgia Statewide Transportation Plan (SWTP), and the current Columbus-Phenix City Transportation Study 2040 Metropolitan Transportation Plan (MTP).

- The Georgia SHSP is intended to reduce the number of fatalities and serious injuries resulting from motor vehicle crashes on public roads in Georgia. Existing highway safety plans are aligned and coordinated with the SHSP, including (but not limited to) the Georgia HSIP, MPO and local agencies' safety plans. The SHSP guides GDOT, the Georgia MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across Georgia.
- The GDOT HSIP annual report provide for a continuous and systematic process that identifies and reviews traffic safety issues around the state to identify locations with potential for improvement. The ultimate goal of the HSIP process is to reduce the number of crashes, injuries and fatalities by eliminating certain predominant types of crashes through the implementation of engineering solutions.
- The GDOT SWTP summarizes transportation deficiencies across the state and defines an investment portfolio across highway and transit capacity, highway preservation, highway safety, and highway operations over the 25-year plan horizon. Investment priorities reflect optimal performance impacts across each investment program given anticipated transportation revenues.
- The Columbus-Phenix City Transportation Study (MPO) 2040 MTP increases the safety of the transportation system for motorized and non-motorized users as required by the Planning Rule. The RTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements.

To support progress towards approved highway safety targets, the FY 2018-2021 TIP includes a number of key safety investments. A total of \$10,234,701.00 has been programmed in the FY 2018-2021 TIP to improve highway safety; averaging approximately \$4,123,823.75 per year.

Pavement and Bridge Condition/PM2

Effective May 20, 2017, FHWA established performance measures to assess pavement condition⁴ and bridge condition⁵ for the National Highway Performance Program. This second FHWA performance measure rule (PM2) established six performance measures:

1. Percent of Interstate pavements in good condition;
2. Percent of Interstate pavements in poor condition;
3. Percent of non-Interstate National Highway System (NHS) pavements in good condition;
4. Percent of non-Interstate NHS pavements in poor condition;
5. Percent of NHS bridges by deck area classified as in good condition; and
6. Percent of NHS bridges by deck area classified as in poor condition.

Pavement Condition Measures

The pavement condition measures represent the percentage of lane-miles on the Interstate or non-Interstate NHS that are in good condition or poor condition. FHWA established five metrics to assess pavement condition: International Roughness Index (IRI); cracking percent; rutting; faulting; and Present Serviceability Rating (PSR). For each metric, a threshold is used to establish good, fair, or poor condition.

Pavement condition is assessed using these metrics and thresholds. A pavement section in good condition if three metric ratings are good, and in poor condition if two or more metric ratings are poor. Pavement sections that are not good or poor are considered fair.

The pavement condition measures are expressed as a percentage of all applicable roads in good or poor condition. Pavement in good condition suggests that no major investment is needed. Pavement in poor condition suggests major reconstruction investment is needed due to either ride quality or a structural deficiency.

Bridge Condition Measures

The bridge condition measures represent the percentage of bridges, by deck area, on the NHS that are in good condition or poor condition. The condition of each bridge is evaluated by assessing four bridge components: deck, superstructure, substructure, and culverts. FHWA created a metric rating threshold for each component to establish good, fair, or poor condition. Every bridge on the NHS is evaluated using these component ratings. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

To determine the percent of bridges in good or in poor condition, the sum of total deck area of good or poor NHS bridges is divided by the total deck area of bridges carrying the NHS. Deck area is computed using structure length and either deck width or approach roadway width. Good condition suggests that no major investment is needed. Bridges in poor condition are safe to drive on; however, they are nearing a point where substantial reconstruction or replacement is needed.

⁴ 23 CFR Part 490, Subpart C

⁵ 23 CFR Part 490, Subpart D

Pavement and Bridge Targets

Pavement and bridge condition performance is assessed and reported over a four-year performance period. The first performance period began on January 1, 2018, and runs through December 31, 2021. GDOT reported baseline PM2 performance and targets to FHWA on October 1, 2018, and will report updated performance information at the midpoint and end of the performance period. The second four-year performance period will cover January 1, 2022, to December 31, 2025, with additional performance periods following every four years.

The PM2 rule requires states and MPOs to establish two-year and/or four-year performance targets for each PM2 measure. Current two-year targets represent expected pavement and bridge condition at the end of calendar year 2019, while the current four-year targets represent expected condition at the end of calendar year 2021.

States establish targets as follows:

- Percent of Interstate pavements in good and poor condition – four-year targets;
- Percent of non-Interstate NHS pavements in good and poor condition – two-year and four-year targets; and
- Percent of NHS bridges by deck area in good and poor condition – two-year and four-year targets.

MPOs establish four-year targets for each measure by either agreeing to program projects that will support the statewide targets, or setting quantifiable targets for the MPO's planning area that differ from the state targets.

GDOT established current statewide two-year and four-year PM2 targets on May 16, 2018. The Columbus-Phenix City Transportation Study MPO adopted/approved the Georgia statewide PM2 targets on June 19, 2018. Table 5 presents statewide baseline performance for each PM2 measure as well as the current two-year and four-year statewide targets established by GDOT.

On or before October 1, 2020, GDOT will provide FHWA a detailed report of pavement and bridge condition performance covering the period of January 1, 2018, to December 31, 2019. GDOT and the Columbus-Phenix City Transportation Study MPO will have the opportunity at that time to revisit the four-year PM2 targets.

Table 5. Pavement and Bridge Condition/PM2 Performance and Targets

Performance Measures	Georgia Performance (Baseline)	Georgia 2-year Target (2019)	Georgia 4-year Target (2021)
Percent of Interstate pavements in good condition	60%	N/A	≥50%
Percent of Interstate pavements in poor condition	4%	N/A	≤5%
Percent of non-Interstate NHS pavements in good condition	44%	≥40%	≥40%
Percent of non-Interstate NHS pavements in poor condition	10%	≤12%	≤12%
Percent of NHS bridges (by deck area) in good condition	49.1%	≥60%	≥60%
Percent of NHS bridges (by deck area) in poor condition	1.35%	≤10%	≤10%

The Columbus-Phenix City Transportation Study MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the FY 2018-2021 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, Georgia's Transportation Asset Management Plan (TAMP), the Georgia Interstate Preservation Plan, the current 2040 Georgia Statewide Transportation Plan (SWTP), and the Columbus-Phenix City Transportation Study (MPO) 2040 Metropolitan Transportation Plan (MTP).

- MAP-21 requires GDOT to develop a TAMP for all NHS pavements and bridges within the state. GDOT's TAMP must include investment strategies leading to a program of projects that would make progress toward achievement of GDOT's statewide pavement and bridge condition targets.
- The Georgia Interstate Preservation Plan applied a risk profile to identify and communicate Interstate preservation priorities; this process leveraged a combination of asset management techniques with risk management concepts to prioritize specific investment strategies for the Interstate system in Georgia.
- The GDOT SWTP summarizes transportation deficiencies across the state and defines an investment portfolio across highway and transit capacity, highway preservation, highway safety, and highway operations over the 25-year plan horizon. Investment priorities reflect optimal performance impacts across each investment program given anticipated transportation revenues.
- The Columbus-Phenix City Transportation Study (MPO) 2040 MTP addresses infrastructure preservation and identifies pavement and bridge infrastructure needs within the metropolitan planning area, and allocates funding for targeted infrastructure improvements.

To support progress towards GDOT's statewide PM2 targets, the FY 2018-2021 TIP includes a number of investments that will maintain pavement and bridge condition performance. Investments in pavement and bridge condition include pavement replacement and reconstruction, bridge replacement and reconstruction, new bridge and pavement capacity, and system resiliency projects that improve NHS bridge components (e.g., upgrading culverts).

A total of \$7,615,776 for bridges has been programmed in the FY 2018-2021 TIP to improve conditions; averaging approximately \$1,903,944. A total of \$882,645,530 for NHS maintenance for pavement statewide; averaging approximately \$220,631,383 per year.

System Performance, Freight, and Congestion Mitigation & Air Quality Improvement Program (PM3)

Effective May 20, 2017, FHWA established measures to assess performance of the National Highway System⁶, freight movement on the Interstate system⁷, and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program⁸. This third FHWA performance measure rule (PM3) established six performance measures, described below.

National Highway System Performance:

1. Percent of person-miles on the Interstate system that are reliable;
2. Percent of person-miles on the non-Interstate NHS that are reliable;

Freight Movement on the Interstate:

3. Truck Travel Time Reliability Index (TTTR);

Congestion Mitigation and Air Quality Improvement (CMAQ) Program:

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative two-year and four-year reduction of on-road mobile source emissions for CMAQ funded projects (CMAQ Emission Reduction).

The CMAQ performance measures apply to states and MPOs with projects financed with CMAQ funds whose boundary contains any part of a nonattainment or maintenance area for ozone, carbon monoxide or particulate matter. The Columbus-Phenix City Transportation Study MPO meets air quality standards, therefore, the CMAQ measures do not apply and are not reflected in the System Performance Report.

System Performance Measures

The two System Performance measures assess the reliability of travel times on the Interstate or non-Interstate NHS system. The performance metric used to calculate reliability is the Level of Travel Time Reliability (LOTTR). LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) over all applicable roads during four time periods (AM peak, Mid-day, PM peak, and weekends) that cover the hours of 6 AM to 8 PM each day.

The LOTTR ratio is calculated for each segment of applicable roadway, essentially comparing the segment with itself. A segment is deemed to be reliable if its LOTTR is less than 1.5 during all four time periods. If one or more time periods has a LOTTR of 1.5 or above, that segment is unreliable.

The measures are expressed as the percent of person-miles traveled on the Interstate or non-Interstate NHS system that are reliable. Person-miles take into account the number of people traveling in buses, cars, and trucks over these roadway segments. To determine total person

⁶ 23 CFR Part 490, Subpart E

⁷ 23 CFR Part 490, Subpart F

⁸ 23 CFR Part 490, Subparts G and H

miles traveled, the vehicle miles traveled (VMT) on each segment is multiplied by average vehicle occupancy. To calculate the percent of person miles traveled that are reliable, the sum of the number of reliable person miles traveled is divided by the sum of total person miles traveled.

Freight Movement Performance Measure

The Freight Movement performance measure assesses reliability for trucks traveling on the Interstate. A TTTR ratio is generated by dividing the 95th percentile truck travel time by a normal travel time (50th percentile) for each segment of the Interstate system over five time periods throughout weekdays and weekends (AM peak, Mid-day, PM peak, weekend, and overnight) that cover all hours of the day. For each segment, the highest TTTR value among the five time periods is multiplied by the length of the segment. The sum of all length-weighted segments is then divided by the total length of Interstate to generate the TTTR Index.

PM3 Performance Targets

Performance for the PM3 measures is assessed and reported over a four-year performance period. For all PM3 measures except the CMAQ Emission Reduction measure, the first performance period began on January 1, 2018, and will end on December 31, 2021. GDOT reported baseline PM3 performance and targets to FHWA on October 1, 2018, and will report updated performance information at the midpoint and end of the performance period. The second four-year performance period will cover January 1, 2022, to December 31, with additional performance periods following every four years.

The PM3 rule requires state DOTs and MPOs to establish two-year and/or four-year performance targets for each PM3 measure. For all targets except CMAQ Emission Reductions, the current two-year and four-year targets represent expected performance at the end of calendar years 2019 and 2021, respectively.

States establish targets as follows:

- Percent of person-miles on the Interstate system that are reliable – two-year and four-year targets;
- Percent of person-miles on the non-Interstate NHS that are reliable – four-year targets;
- Truck Travel Time Reliability – two-year and four-year targets;
- Annual hours of peak hour excessive delay per capita (PHED) – four-year targets;
- Percent of non-single occupant vehicle travel (Non-SOV) – two-year and four-year targets; and
- CMAQ Emission Reductions – two-year and four-year targets.

MPOs establish four-year targets for the System Performance and Freight Movement. MPOs establish targets by either agreeing to program projects that will support the statewide targets, or setting quantifiable targets for the MPO's planning area that differ from the state targets.

GDOT established statewide PM3 targets on May 16, 2018. The Columbus-Phenix City Transportation Study (MPO) adopted/approved the Georgia statewide PM3 targets on June 19, 2018. Table 6 presents statewide baseline performance for each PM3 measure as well as the current two-year and four-year statewide targets established by GDOT.

On or before October 1, 2020, GDOT will provide FHWA a detailed report of PM3 performance covering the period of January 1, 2018, to December 31, 2019. GDOT and the Columbus-Phenix City Transportation Study (MPO) will have the opportunity at that time to revisit the four-year PM3 targets.

The Columbus-Phenix City Transportation Study (MPO) recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the FY 2018 - 2021 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the Georgia Statewide Freight and Logistics Action Plan, the current 2040 Georgia Statewide Transportation Plan (SWTP), and the Columbus-Phenix City Transportation Study (MPO) 2040 Metropolitan Transportation Plan (MTP).

- GDOT's Statewide Freight and Logistics Action Plan defines the conditions and performance of the state freight system and identifies the policies and investments that will enhance Georgia's highway freight mobility well into the future. The Plan identifies freight needs and the criteria Georgia will use to determine investments in freight, and prioritizes freight investments across modes.
- The GDOT SWTP summarizes transportation deficiencies across the state and defines an investment portfolio across highway and transit capacity, highway preservation, highway safety, and highway operations over the 25-year plan horizon. Investment priorities reflect optimal performance impacts across each investment program given anticipated transportation revenues.
- The Columbus-Phenix City Transportation Study (MPO) 2040 MTP addresses reliability, freight movement, congestion, [and emissions], identifies needs for each of these issues within the metropolitan planning area, and allocates funding for targeted improvements. The Columbus-Phenix City Transportation Study (MPO) is in the process of reviewing RFP's to hire a consultant to perform a corridor study on the J.R. Allen Parkway / US 80 Highway. This study will address freight movement, congestion and reliability. The study can be located in the 2019/2020 Unified Planning Work Program (UPWP).

To support progress towards GDOT's statewide PM3 targets, the FY 2018-2021 TIP devotes a significant amount of resources to projects that will address passenger and highway freight reliability and delay, [reduce SOV travel, and reduce emissions].

A total of \$0 has been programmed in the FY 2018-2021 TIP to address system performance; averaging approximately \$0 per year.

A total of \$0 has been programmed in the FY 2018-2021 TIP to address truck travel time reliability; averaging approximately \$0 per year.

TRANSPORTATION PLANNING COMMITTEES

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1.1 – Purpose

The Transportation Improvement Program (TIP) is a prioritized list of funded transportation projects for the Columbus-Phenix City Metropolitan Planning Organization (also known as the Columbus-Phenix City Transportation Study – CPCTS) planning area. The TIP is used as an implementation guide by the federal, state, and local agencies, it is therefore important to have the most accurate and current information available during the updating process. The FHWA and the FTA require that the TIP be financially constrained by year in their planning regulations. Consequently, both the Georgia and Alabama Departments of Transportation have provided the federal and state project status, cost estimates, and available funds for the various projects.

Consisting of projects that are located in the 2035 Long Range Transportation Plan, the TIP addresses present and intermediate transportation needs throughout the metropolitan area. Project activity that begins during FY 15 – 18 time frames is known as Tier I. Tier II displays projects from the Long Range Transportation Plan that will most likely move into the TIP as financial resources become available.

1.2 – MPO History

The Federal Aid Highway Act of 1962 required all Urban Areas with populations of at least 50,000 to have a transportation planning process in order to be eligible for Federal funds. The Act stated that the planning process was to be continuing, cooperative, and comprehensive. In 1964, the State Governors of Georgia and Alabama appointed the Columbus Department of Planning, as the Metropolitan Planning Organization (MPO) for the Columbus-Phenix City Metropolitan Area. As the Metropolitan Planning Organization for the Columbus-Phenix City Metropolitan Area, the Columbus-Phenix City Transportation Study (C-PCTS) is the lead agency responsible for administering and coordinating the activities of participants carrying out the required tasks of the transportation planning process.

Participants in the transportation planning process include the C-PCTS, the Policy Coordinating Committee (PCC), the Technical Coordinating Committee (TCC), and the Citizens Advisory Committee (CAC), public transit operators including METRA and PEX, counties, local officials, private citizens, and the U.S. Department of Transportation (U.S. DOT).

The MPO consist of three committees. The Policy Committee is at the top of the organization and provides policy guidelines and approves the work of the other committees. The Technical Coordinating Committee provides technical support and guidelines. The Citizen Advisory Committee is an important link between citizens and the MPO.

The Transportation Planning Division is the staff to the MPO committees. The Division collects information, analysis it, and presents it to all the committees. Detailed functions of each committee are listed below.

The **Policy Coordinating Committee (PCC)** performs the following duties for Transportation Planning.

1. Formulates goals and objectives for transportation planning in the Columbus-Phenix City urbanized area.
2. Provides governmental support to planning programs and assures cooperation between different offices.
3. Reviews, amends, and adopts transportation plans and programs.
4. Evaluates progress towards implementation of projects and, if needed, reschedules priorities.
5. Approves the Unified Planning Work Program, Transportation Improvement Program, Long Range Transportation Plan, Public Participation Plan, and Congestion Management Process.

The **Technical Coordinating Committee (TCC)** is a committee of public and private sector transportation specialists. This committee deals with the technical activities necessary in the transportation planning process. Specific responsibilities are listed below.

1. Collects, maintains, and analyzes data for transportation planning.
2. Prepares transportation plans and advises the Policy Committee on changes in the plan and programs.
3. Evaluates transportation system improvements and recommends changes to decision makers in the government.
4. Prepares the Unified Planning Work Program and the Transportation Improvement Program for the MPO.

The **Citizen Advisory Committee (CAC)** is an important link for two-way communication between the citizens and the transportation professionals. This committee conveys the needs of the citizens to the planners and explains the plans and programs to the citizens. The Citizen Advisory Committee has the following responsibilities.

1. Reviews current year transportation improvements and recommends a Unified Planning Work Program for the next year.
2. Makes transportation recommendations to the Policy Committee and the Technical Coordinating Committee.
3. Review policy and procedure matters and make appropriate recommendations to the Policy Committee and the Technical Coordinating Committee.
4. Assesses public opinion through opinion polls and interviews and conveys to the Policy and the Technical Committees the needs of the public.

The Columbus-Phenix City Study / Urbanized Areas include all of Muscogee and Chattahoochee counties and a portion of Harris County in Georgia and portions of Lee and Russell counties in Alabama and Phenix City, Alabama. The Urbanized Areas as designated by the United States Census Bureau and are a reflection of urban growth, not political boundaries. Study areas serve a dual purpose: (1) they represent the geographic area in which MPO monies can be spent and (2) they define the area that may become urbanized over the next 20 years. Study areas are established by the MPO; however require the approval of the Governor.

1.3 – Laws and Regulations

The laws that require Metropolitan Planning Organizations to develop TIP's are found in Section 134 of Title 23 and Section 5303 of Title 49 of the United States Code. The rules that govern Metropolitan Planning Organizations (MPOs) are published in the Code of Federal Regulations (CFR's) as Title 23, Chapter 1, Part 450, Subpart C. Sections 450.324 through 450.330 specifically relate to the development of the TIPs.

On July 6, 2012, President Barack Obama signed into law P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21). MAP-21 represents a milestone for the U.S. economy – it provides needed funds and, more importantly, it transforms the policy and programmatic framework for investments to guide the growth and development of the country's vital transportation infrastructure.

MAP-21 carries on the planning process, which calls for continuous, comprehensive and cooperative planning by the state and local governments. The eight (8) SAFETEA-LU Planning Factors are retained in MAP-21 as the Scope of the Planning Process.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users (NCHRP 525).
4. Increase the accessibility and mobility of people and for freight.
5. Protect and enhance the environment, promote energy conservation, and improve quality of life and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.

The cornerstone of MAP-21's highway program transformation is the transition to a performance and outcome-based program. MAP-21 establishes national performance goals for Federal highway programs:

- **Safety** – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure condition** – To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion reduction** – To achieve a significant reduction in congestion on the NHS.
- **System reliability** – To improve the efficiency of the surface transportation system.
- **Freight movement and economic vitality** – To improve the nation freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental sustainability** – To enhance the performance of the transportation system while protecting and enhancing the nation environment.
- **Reduced project delivery delays** – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

1.3.1 – Consistency with Other Plans

The TIP is consistent with the Columbus-Phenix City 2035 Long-Range Transportation Plan. The Plan covers a 20 to 25 year time frame, while the TIP extends over four years. The projects in the TIP are taken from the Plan with the exception of certain Transportation Enhancement projects. The Congestion Management Process (CMP) plays an important part of selecting projects within the TIP / LRTP.

The State Transportation Improvement Program (STIP) is a statewide listing of prioritized transportation projects prepared by the Georgia and Alabama Department's of Transportation. The STIP is consistent with the statewide long-range transportation plan and the long-range transportation plans and TIP developed by the Columbus-Phenix City MPO. Projects from the TIP are included in the State Transportation Improvement Program (STIP).

1.3.2 – Conformity Determination

Conformity Determination refers to the requirement of non-attainment areas (as defined by the Environmental Protection Agency (EPA) tolerance limits on ground-level and atmospheric pollutant concentrations) and those re-designated to attainment after 1990 to show that federally supported highway and transit projects will not cause new air quality violations, worsen existing violations or delay the timely attainment of the relevant National Ambient Air Quality Standards (NAAQS). The Columbus-Phenix City MPO area is not presently in non-attainment status. Non-attainment status will place additional requirements on the MPO. In the event of non-attainment status by the EPA, the Long-Range Transportation Plan and the TIP will need amending to include air quality conformity.

1.4 – Planning Emphasis Areas (PEAs)

MAP-21 Implementation – Transition to Performance Based Planning and Programming:

MAP-21 includes a mandate for performance based planning and programming within the transportation planning process. Currently, all Alabama UPWP's include the *Livability Principles and Indicators* performance measures, which was developed by FHWA prior to MAP-21 being signed into law as the first of a new series of legislated performance measures. The Columbus-Phenix City MPO will fully implement the MAP-21 performance management approach as performance based planning programming measures are developed and published.

In addition, *safety* performance measures are mandated in MAP-21. . The Columbus-Phenix City MPO will fully implement the MAP-21 safety performance measures as they are developed and published.

Models of Regional Planning Coordination – Promote Cooperation and Coordination Across MPO Boundaries and Across State Boundaries Where Appropriate to Ensure a Regional Approach to Transportation Planning:

The Columbus-Phenix City MPO will work with Georgia and Alabama transportation officials, MPO staff, and all regional stakeholders to promote cooperation and coordination. As the transportation planning process is intended in MAP-21 to be regional in scope, regional transportation systems will transcend political boundaries. Furthermore, the Transportation Improvement Program (TIP) and Long Range Transportation Plan (LRTP) acknowledge consistency with other plans that include transportation elements, and in both documents all *regionally significant projects* are modeled in the MPO's transportation network.

Ladders of Opportunity – Access to Essential Services-As a Part of the Transportation Planning Process Identify Transportation Connectivity Gaps in Access to Essential Services:

The Columbus-Phenix City MPO seeks to identify service and connectivity gaps in the planning process. The Ladders section is specific to Transit and bus sources in particular. The entirety of the Phenix City portion of the Columbus-Phenix City Metropolitan Planning Area is serviced by Phenix City Express. FTA program funding is provided by the Lee-Russell Council of Governments and coordinated service request with the MPO.

1.5 - TIP Process

The Columbus-Phenix City Transportation Study (C-PCTS) TIP includes all transportation projects, or identified phases of a project, proposed for financing with federal funds. All transportation related projects must be in the TIP in order to be eligible for federal funding. The TIP must be financially constrained for each program year. The TIP financial plan must demonstrate that the identified projects can be implemented using current and expected revenue sources. The TIP also lists projects from the previous TIP that have moved to construction and identifies any significant delays in the implementation of projects remaining in the TIP.

When projects are added to the TIP, they are prioritized based on area-wide needs along with safety and security benefits. The projects are included in the C-PCTS Long Range Transportation Plan with the following criteria used.

- (a) Compatibility with other local and regional plans.
- (b) Congestion issues (Congestion Management Process information)
- (c) Safety Issues
- (d) Security benefits
- (e) Project readiness
- (f) Availability of Funds

The need and purpose for the project must clearly identify the safety and security issues that will be corrected as a result of the project. The project must include benefits to one or more user groups (e.g. motorists, pedestrians, bicyclists, transit users, and freight carriers). The draft TIP can be created and presented to the MPO committees for review and approval. The draft TIP is then ready for public review and comments for 30 days. At the end of the 30-days, the Final TIP is presented once again to the MPO committees for review and adoption with all public comments incorporated. The following flow chart provides a graphic representation of the C-PCTS TIP process:

1.6 – Project Selection and Prioritization Process

The TIP serves as the implementation mechanism for transportation projects that are identified in the 2035 Transportation Plan. Federal guidelines require the TIP to be financially constrained per actual funding levels. Therefore, the Columbus-Phenix City Transportation Study's TIP only displays projects that possess identified funding sources and are scheduled for a phase of activity (i.e., preliminary engineering, right-of-way, or construction) during FY 15 to FY 18. This section of the TIP document is commonly referred to as Tier I.

The second section of the TIP document is referred to as Tier II. This section of the report consist medium and long-range projects from 2035 Transportation Plan, which will be considered during the preparation of future TIP reports. The purpose of Tier II is to select, prioritize, and sequence projects for placement in the TIP (Tier I) as forecasted funds become available. Tier II is not part of the TIP. Its inclusion in the TIP document is for planning purposes only as it assists C-PCTS in selecting future transportation projects for the TIP. The following is a description of how Tier II projects were selected and placed in this document.

The project selection process begins with a review of all projects identified in the 2035 Transportation Plan. Using the 2035 Plan, a master project list was prepared that initially sequenced road improvement by funding categories. New evaluation factors were applied to the project list. Each of the factors, and the corresponding point assessments are described below.

Project Evaluation Factors:

A & B – Congestion Relief (8) Points

A – Existing Level of Congestion = existing volume/existing capacity.

Four (4) points: $V/C > 1$

Three (3) points: $V/C > 0.85$ and $V/C < 1.0$

Two (2) points: $V/C > 0.70$ and $V/C < 0.84$

One (1) point: $V/C < 0.7$

B – Future Level of Congestion = future volume/existing capacity.

Four (4) points: $V/C > 1$

Three (3) points: $V/C > 0.85$ and $V/C < 1.0$

Two (2) points: $V/C > 0.70$ and $V/C < 0.84$

One (1) point: $V/C < 0.7$

(Determined from Year 2035 Columbus No-Build Traffic Model)

C – Service to Major Activity Centers (3) points

Three (3) points: Project provides improvements in access to an existing regional major activity center – OR- project reduces single-occupant vehicle travel to, between, and within activity centers.

Two (2) points: Project provides improvements in access to a future local major activity center – OR – project reduces single-occupant vehicle within activity centers.

One (1) point: Project does not benefit activity centers.

D – Freight Use (3) points: Substantial service to freight movement or facility servicing substantial freight movements.

Three (3) points: Project enhances the ability for a National Highway System Route, Interstate Route, or other major state or local route to efficiently move freight.

Two (2) points: Project maintains the ability for a National Highway System Route, Interstate Route, or other major state or local route to efficiently move freight.

One (1) point: Project impairs the ability for a National Highway System Route, Interstate Route, or other major state or local route to efficiently move freight.

*Projects that increase capacity, improve roadway geometry, increase average travel speed, improve access, and/or improve mobility would be awarded a higher point value. Projects that make the movement of trucks more difficult and less efficient would be awarded a lower point value.

E – Vehicle Crash Incidence (3 points): Potential to Reduce Crash History (3 points): Project with Highest Crash Rate (Segment rate)

Three (3) points: Project in area ranked in top 1/3rd crash rates (segment rate)

Two (2) points: Project in area ranked in middle third of crash rates (segment rate)

One (1) point: Project within lowest 1/3rd of crash rates (segment rate)

F – Bike/Pedestrian Accommodation (3 points): Contributor to improved accessibility for pedestrians and bicyclists

Three (3) points: Project provides positive benefit to pedestrian and bicycle safety (i.e. provides new sidewalks, bikeways, multiuse paths, trails, improved crossings, and similar)

Two (2) points: Project will not change conditions for pedestrians or bicyclists

One (1) point: Project will negatively impact bicycle or pedestrian facilities and accommodation

*Projects that include improvements to the pedestrian and bicycle system that enhance safety and accommodation above existing conditions, would be awarded more points. Projects that maintain the status quo or have negative impacts would be awarded fewer points.

G – Natural Environment (3 points): Impact on wetlands, watersheds, ecosystems, Impact on wetlands, watersheds, ecosystems, air, and water quality

Three (3) points: Project has significant and measureable net positive impact on wetlands, watersheds, ecosystems, air, and water quality.

Two (2) points: Project is neutral in its environmental impact, neither providing significant benefit or detriment to the environment

One (1) point: Project has significant and net negative impact on wetlands, watersheds, ecosystems, air, and water quality

*Projects that contribute to improvements in water and air quality; restore or increase (appropriately) wetlands, and project ecosystems would be awarded higher point values. Projects that involve significant mitigation and remediation of wetlands and impact sensitive ecosystems would be awarded lower point values.

H – Neighborhood (3) points: Impact on neighborhoods, communities, and historic and archaeological sites

Three (3) points: Project has a net positive impact on neighborhood, community, historic, or archaeological elements in the community. The project is sensitive to the area context. Project has limited or no impact to significant community elements (schools, churches, archaeological sites, homes, cultural amenities, etc.) and provides measurable benefit in terms of aesthetics, safety, and accommodation of all modes of transportation

Two (2) points: Project is neutral in its impact on neighborhood, community, historic, or archaeological elements in the community. The project is somewhat context sensitive; however, it has some measureable and real impact to community elements (schools, churches, archaeological sites, homes, cultural amenities, etc.)

One (1) point: Project has a net negative impact on neighborhood, communities, and historic and archaeological sites. Project encourages unsustainable growth.

*Streetscape, bikeway, trail, sidewalk, transit, context-sensitive roadway modification, and similar projects would be awarded higher point values. Significant road widening and projects that require significant “takings” and that have substantial community impacts would be awarded lower point values.

I – Adherence to Existing State/Local Plans (4 points):

Three (3) points: Adherence to existing street and highway, master, regional, and local modal plans

Two (2) points: Project is state project

One (1) point: Project is not a part of any of the aforementioned plans, nor has local support

*Projects programmed in local capital improvement programs, regional programs, and statewide programs and that are a part of adopted plans would be awarded the highest number of points. Projects that are not programmed or a part of adopted plans would be awarded the fewest number of points.

J – Feasibility (3 points): Reasonable cost, efficient, resourceful, having positive long-term economic impacts

Three (3) points: Project has been studied thru completion or preliminary engineering or a feasibility study completed feasibility study, project has begun design work

Two (2) points: Project has undergone some level of preliminary engineering or feasibility study, the ability to be implemented

One (1) point: Project is undefined, except by long range or comprehensive plan

*Projects that have demonstrated feasibility for implementation are awarded the highest number of points. These projects will often have had a supporting feasibility study, concept design, and engineering completed. Projects that are less well-defined are awarded fewer points.

K – Project Ready (3 points)

Three (3) points: Project ready to go (designed and mostly funded)

Two (2) points: Project is well-defined (designed and partially funded)

One (1) point: Project expands an existing or constructs a new road but does not have funding identified

*Projects that are ready and have some or all the funding needed would be awarded higher point values. Projects that are less well-defined and do not have funding would receive fewer points.

L – Growth Areas (3 points): Promotion of sensible, sustainable growth

Three (3) points: Project promotes, encourages, and supports sustainable patterns of growth

Two (2) points: Project neither promotes or discourages sustainable patterns of growth

One (1) point: Project encourages unsustainable patterns of growth

*Projects that support and enhance existing stable communities and/or planned nodes of responsible growth would be awarded more points. Projects that promote or extend unsustainable patterns or development would be awarded fewer points.

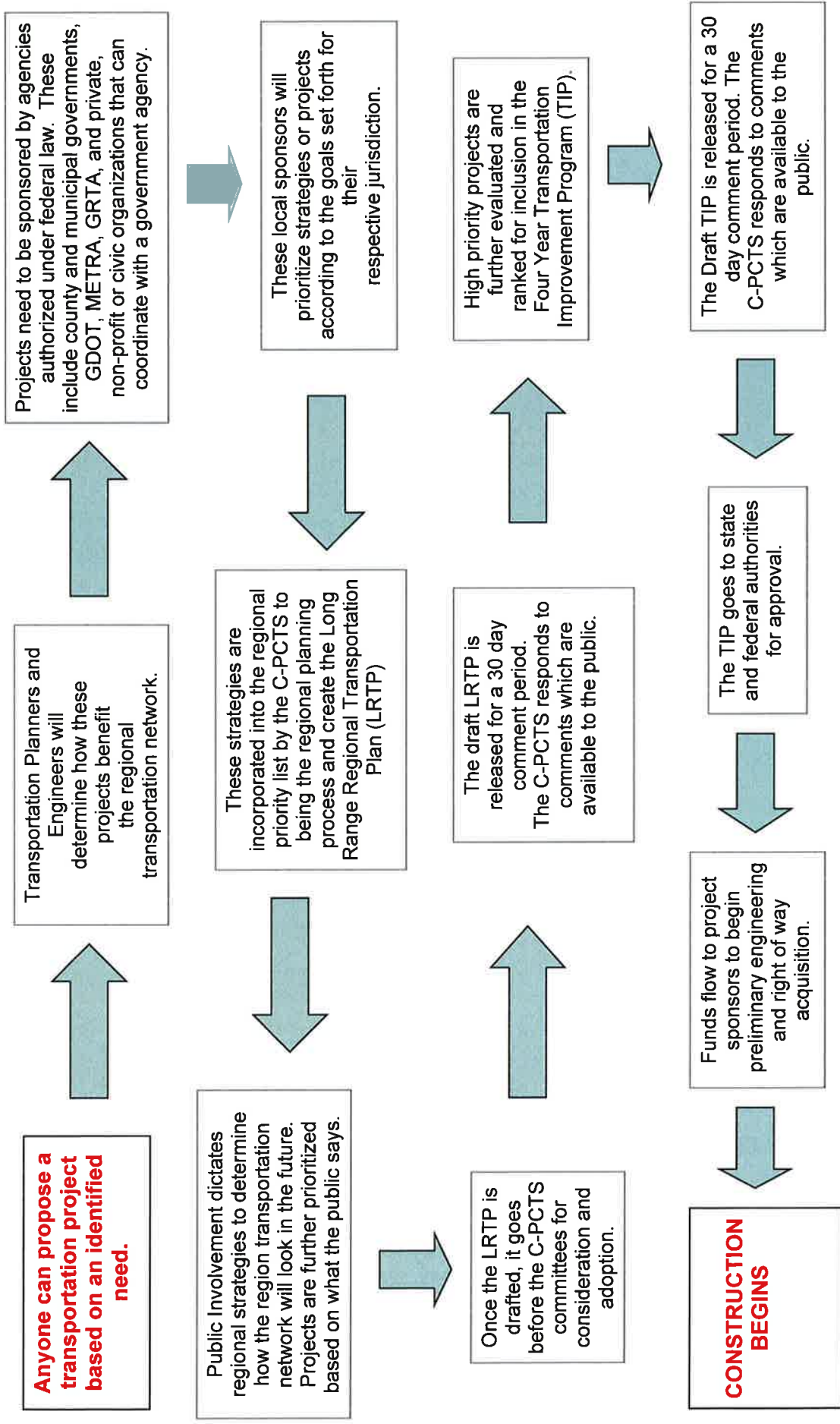
M – Intermodal (3 points): Enhancement of intermodal access

Three (3) points: Project is on a transit route, a designated bicycle route and in a pedestrian activity area

Two (2) points: Project is on a transit route or a designated bicycle route or pedestrian activity area

One (1) point: Project is not on a transit route, a designated bicycle route nor is in a pedestrian activity area.

COLUMBUS—PHENIX CITY TRANSPORTATION PLANNING STUDY FLOW CHART



1.7 – TIP Amendment Process (April 11, 2011)

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued the Final Rule to revise the Statewide and Metropolitan Planning regulations incorporating changes from the Moving Ahead for Progress in the 21st Century Act (MAP-21) that was signed into law on July 6, 2012. The revised regulations clearly define administrative modifications and amendments as actions to update plans and programs. 23 Code of Federal Regulations (CFR) Part 450.104 defines administrative modifications and amendments as follows:

- Administrative modification “means a minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/project phase initiation dates. Administration Modification is a revision that does not require public review and comment, re-demonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).”
- Amendment “means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, re-demonstration of fiscal constraint, or a conformity determination (for metropolitan transportation plans and TIPs involving “non-exempt” projects in nonattainment and maintenance areas). In the context of a long-range statewide transportation plan, an amendment is a revision approved by the State in accordance with its public involvement process.”

The following procedures have been developed for processing administrative modifications and amendments to the STIP and Metropolitan Planning Organizations (MPOs) TIPs and Long Range Transportation Plans (LRTPs). Processes described below detail procedures that are to be used to update an existing approved STIP or TIP and associated plan, if applicable. A key element of the amendment process is to assure that funding balances are maintained.

Administrative Modifications for Initial Authorizations

The following actions are eligible as Administrative Modifications to the STIP/TIP/LRTP:

- A. Revise a project description without changing the project scope, conflicting with the environmental document or changing the conformity finding in nonattainment and maintenance areas (less than 10% change in project termini). This change would not alter the original project intent.
- B. Splitting or combining projects.
- C. Federal funding category change.
- D. Minor changes in expenditures for transit projects.
- E. Roadway project phases may have a cost increase less than \$2,000,000 or 20% of the amount to be authorized.
- F. Shifting projects within the 4-year STIP as long as the subsequent annual draft STIP was submitted prior to September 30.
- G. Projects may be funded from lump sum banks as long as they are consistent with category definitions.

An administrative modification can be processed in accordance with these procedures provided that:

- 1). It does not affect the air quality conformity determination.
- 2). It does not impact financial constraint.
- 3). It does not require public review and comment.

The administrative modification process consists of a monthly list of notifications from GDOT to all involved parties, with change summaries sent on a monthly basis to the FHWA and FTA by the GDOT.

The GDOT will submit quarterly reports detailing projects drawn from each lump sum bank with remaining balance to the FHWA.

Amendment for Initial Authorizations

The following actions are eligible as Amendments to the STIP/TIP/LRTP:

- A. Addition or deletion of a project.
- B. Addition or deletion of a phase of a project.
- C. Roadway project phases that increase in cost over the thresholds described in the Administrative Modification section.
- D. Addition of an annual TIP.
- E. Major change to scope of work of an existing project. A major change would be any change that alters the original intent i.e. a change in the number of through lanes, a change in termini of more than 10 percent.
- F. Shifting projects within the 4-year STIP, which require re-demonstration of fiscal constraint or when the subsequent annual draft STIP was not submitted prior to September 30. (See Administrative Modification item F).

Amendments to the STIP/TIP/LRTP will be developed in accordance with the provisions of 23 CFR Part 450. This requires public review and comment and responses to all comments, either individually or in summary form. For amendments in MPO areas, the public review process should be carried out in accordance with the procedures outlined in the Participation Plan. The GDOT will assure that the amendment process and the public involvement procedures have been followed. Cost changes made to the second, third, and fourth years of the STIP will be balances during the STIP yearly update process. All amendments should be approved by FHWA and/or FTA.

Notes:

- 1. The date a TIP becomes effective is when the Governor or his designee approves it. For non-attainment and maintenance areas, the effective date of the TIP is based on the date of U.S. Department of Transportation's positive finding of conformity.
- 2. The date of the STIP becomes effective is when FHWA and FTA approve it.
- 3. The STIP is developed on the state fiscal year which is July 1 – June 30 (Georgia) and October 1 – September 30 (Alabama).
- 4. Funds for cost increases will come from those set aside in the STIP financial plan by the GDOT for modifications and cost increases. Fiscal Constraint will be maintained in the STIP at all times.

1.8 – Public Participation

Public participation is essential to the development of the TIP. The C-PCTS uses several different ways of engaging the public in the TIP review process. The following efforts are made as a part of the TIP review.

- (1) Citizen’s Advisory Committee (CAC) – The CAC is a subcommittee of the C-PCTS established to provide broad regional community input throughout the long-range transportation planning process. The CAC is comprised of individuals representing a balanced cross-section of the region’s populations including environmental, business and civic organizations, as well as low-income, minority and disabled populations. CAC members review the TIP (in draft and final form) and offer comments and suggestions to the Technical Advisory Committee and the MPO Policy Board. Approval of the Draft and Final versions are voted on and recommendations are forwarded to the Policy Board.
- (2) Public Comment Period – After the TIP is approved in draft form; the public is invited to offer comments. There are several measures that are taken by the MPO Staff to announce the public comment period for the TIP: (a) a display ad is placed in the local newspapers, (b) digital copies of the draft TIP are placed on the C-PCTS webpage, (c) mass e-mail list (In-Touch) with TIP attached, (d) copies of the Draft TIP are distributed to the libraries throughout the region.

1.8.1 – Environmental Justice and Title VI

Federal guidelines on environmental justice have focused attention on the need to incorporate environmental justice principals into transportation planning processes and products. In 1994, *Executive Order 12898: Federal Actions to Address Environmental Justice (EJ) in Minority Populations and Low-Income Populations* recognized that the impacts of federal programs and activities may raise questions of fairness to affected groups. The Executive Order required any agency receiving federal funding to:

“conducts its programs, policies, and activities that substantially affect human health or the environment, in a manner that ensures that such programs, policies, and activities do not have the effect of excluding persons (including populations) from participation in, denying persons (including populations) the benefits of, or subjecting persons (including populations) to discrimination under such programs, policies, and activities, because of their race, color, or national origin.”

MPO Staff will ensure that it complies with the Civil Rights Act of 1964, Executive Order 13166, and FTA Circular FTA C 4702.1B, October 2012, and that it fulfills the requirements under 4702.1B of the Limited English Proficiency (LEP) provisions. The METRA Transit System which is part of the MPO has prepared and maintains a Language Assistance Plan in accordance with Circular 4702.1B.

The Executive Order supports a longstanding policy to actively ensure nondiscrimination and avoid negative environmental impacts in federally funded activities. Title VI of the Civil Rights Act of 1964 prohibits discriminatory practices in programs receiving federal funds. The National Environmental Policy Act (NEPA) requires the disclosure of the environmental effects of proposed federal actions that significantly affect the quality of human health. The 1994 Executive Order on Environmental Justice reinforces and focuses these two laws by requiring the disclosure of the environmental benefits and burdens of federal actions on those groups protected under Title VI. In 1997, the U.S. Department of Transportation issued its *DOT Order to Address Environmental Justice in Minority Populations and Low Income Populations* to summarize and expand upon the requirements of the Executive Order. According to the federal guidance, the groups that must be addressed as part of the environmental justice include African-Americans, Hispanics, Asian Americans, Native American Indians, and persons whose household income is at or below the U.S. poverty guidelines. The Moving Ahead for Progress in the 21st Century ACT (MAP-21) requires that statewide planning processes be consistent with Title VI.

Executive Order 12898, Sec. 2-2

1.8.2 - Americans with Disabilities Act (ADA)

The C-PCTS seeks to comply with all applicable provisions of the Rehabilitation Act of 1973, Section 504 (29 USC 701-794), and will the Americans with Disabilities Act (ADA) (42 USC 12131-12164). Access to meetings by persons with disabilities is encouraged through selection of venues with wheelchair ramps and hand-railings, distribution of timely meeting notices, and support of ADA amenities on all roadway and pedestrian improvements. The C-PCTS further encourages an active role in TIP development and all transportation planning by the physically impaired through membership in the Citizen Advisory Committee (CAC).

1.9 – Bicycle and Pedestrian Consideration

FHWA is putting increasing emphasis on modal choice within MPO transportation networks and bicycle/pedestrian accommodations in particular. The guiding document to date has been Title 23 USC 217, as quoted below.

Bicycle and pedestrian facilities are to be routinely addressed in the transportation planning process. 23 USC 217 states “Bicyclists and pedestrians shall be given due consideration in the comprehensive transportation plans developed by each metropolitan planning organization and (the) State(s). Bicycling and pedestrian facilities will be incorporated into all transportation projects unless exceptional circumstances exist as listed below.

- Federal statute and local ordinances prohibit pedestrians and bicyclists from using the roadway. This would be limited to safety considerations high-speed interstate roadways and U.S. Highways with limited access features. An effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the right-of-way or within the same transportation corridor.
- The cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. Excessively disproportionate is defined as exceeding twenty percent of the cost of the larger transportation project. This twenty percent figure should be used in an advisory rather than an absolute sense.
- Where sparse population or other factors indicate an absence of existing and future need. For example, the Columbus Consolidated Government’s Unified Development Ordinance (UDO) states that sidewalks shall be required in all residential developments and in commercial and industrial developments unless the street is a short cul-de-sac, no curb and gutter, large lot pedestrian subdivisions, or if a trail system is provided.

For the purpose of the TIP (and LRTP), it is assumed that bicycling and pedestrian facilities will be incorporated into all transportation projects. However, it is understood that each project will be fully analyzed during the environmental and design phases of each project to determine if exceptional circumstances do exist and to determine the specific bicycle and pedestrian facility that will be included in the project where applicable.

1.10 – Environmental Mitigation and Climate Change Consideration

Under MAP-21, MPO's are expected to take into account potential environmental impacts associated with the long-range transportation plan and try to mitigate those impacts. Closely related to this concept is the new requirement that MPO's consult with other agencies to eliminate or minimize conflicts caused by transportation projects. The C-PCTS will continue to develop and maintain relationships with state and local governments/agencies with the goal of incorporating environmental mitigation in the development of the TIP.

“According to the FHWA report Integrating Climate Change into the Transportation Planning Process, there is general scientific consensus that the earth is experiencing a long-term warming trend and that human-induced increases in atmospheric greenhouse gases (GHGs) may be the predominant cause. The combustion of fossil fuels is by far the biggest source of GHG emissions. In the United States, transportation is the largest source of GHG emissions, after electricity generation. Within the transportation sector, cars and trucks account for a majority of emissions. Opportunities to reduce GHG emissions from transportation include switching to alternative fuels, using more fuel-efficient vehicles, and reducing the total number of miles driven. Each of these options requires a mixture of public and private sector involvement. Transportation planning activities, which influence how transportation systems are built and operated, can contribute to these strategies. In addition to contributing to climate change, transportation will likely also be affected by climate change. Transportation infrastructure is vulnerable to predicted changes in sea level and increases in severe weather and extreme high temperatures. Long-term transportation planning will need to respond to these threats” (Introduction to Integrating Climate Change into the Transportation Planning Process, Federal Highway Administration, Final Report, July 2008).

At this time, no climate changes measures are present in the TIP. However, as time goes by this may change either by an increase in ground level and atmospheric pollutant concentrations or by a tightening of EPA tolerance limits.

1.11 – Air Quality

The Environmental Protection Agency (EPA) establishes tolerance limits on ground level and atmospheric pollutant concentrations through enactment of the National Ambient Air Quality Standards (NAAQS). An MPO that has been determined to be in violation of NAAQS is said to be in “non-attainment” status. The C-PCTS area is not presently in non-attainment status. Therefore, no air quality mitigation measures are present in the TIP at this time at the project level.

1.12 – Level of Effort (LVOE) (Alabama DOT)

Projects in the STIP/TIP, which are referred to as Level of Effort (LVOE), represent certain unidentified projects, which will be authorized during the given fiscal year. These projects are placed in the STIP/TIP according to selected funding programs with their anticipated apportionments for each fiscal year within the plan. The selected funding programs include:

- Transportation Alternatives (TAP) / Transportation Enhancement Projects
- Safety Projects such as hazard elimination, roadway and rail, high speed trail, seat belt, blood alcohol content, etc.
- Transportation and Community and System Preservation
- Recreational Trails
- Federal Aid Resurfacing Program
- GARVEE Bond Projects
- County Allocated Funds such as, off system bridge, optional bridge, and STP non-urban
- Federal Transit Sections 5311 (non-urban), and 5310 (Elderly and Disabilities)

Any of these LVOE type projects are pre-approved by the MPO and will not require any further MPO action prior to authorization. The MPO’s will be notified as soon as the specific projects within their urban areas are selected and will have five (5) days to decline the projects.

1.13 – Financial Constraint

MAP-21 requires TIPs to be financially constrained. That is, the sum of all project costs cannot exceed the available federal allocation for the MPO plus local and state matches. This document contains projects sponsored by a number of governmental bodies. In order for projects to be included in the local TIP, they must also be in the State Transportation Improvement Program (STIP).

Financial Constraint makes a further demand, but on a more fundamental level. Documentation, whether developed from a database or desktop application, intended for use in a planning document such as the TIP, must include the sources of funding programs of all funds, dollar amounts, project identification numbers and termini descriptions, project phases to be funded, and the year of expected expenditure.

TRANSPORTATION IMPROVEMENT PROJECTS IDENTIFIED IN THE CONGESTION MANAGEMENT PROCESS (2011)

Location	CMP	TIP	LRTP
2nd Avenue	Yes	No	No
Airport Thruway (Moon Road from Wilbur to Veteran's & Miller Road from Warm Springs Road to Macon Road)	Yes	No	No
Bradley Park Drive	Yes	No	Yes
Brennan Road / Fort Benning Road	Yes	No	Yes
Buena Vista Road (from Brown Avenue to Illges Road and from Brighton to Dogwood)	Yes	Yes	Yes
Double Churches Road	Yes	No	No
Forest Road (Macon Road to Woodruff Farm Road & Woodruff Farm Road to Schatulga Road)	Yes	No	No
I-185	Yes	No	No
Lee / Summerville Road (Summerville Road to US 80)	Yes	Yes	Yes
Macon Road (University Avenue to Reese Road)	Yes	No	Yes
Manchester Expressway	Yes	No	No
Pierce Road / Riverchase Drive	Yes	No	No
River Road	Yes	No	Yes
St. Mary's Road (Buena Vista Road to Robin & Robin to Northstar)	Yes	Yes	Yes
Stadium Drive	Yes	No	No
US 280 / 80 / 431	Yes	Yes	Yes
US 80 / 13th Street	Yes	No	No
US 80 / J.R. Allen Parkway	Yes	No	No
Veteran's Parkway (45th to Old Moon Road, Old Moon Road to Turnberry, Turnberry to Gatlin Lane in Harris County)	Yes	Yes	Yes
Victory Drive	Yes	No	Yes
Warm Springs Road (Talbotton Road from 7th Avenue to Woodruff Road)	Yes	Yes	Yes
Whitesville Road	Yes	No	No
Whittlesey Road / Boulevard (from Veteran's to Bradley Park)	Yes	Yes	Yes
Williams Road	Yes	No	Yes
Armour Road	Yes	No	No
Alabama 165	Yes	No	No
Floyd Road / Woodruff Farm Road	Yes	No	No
Old Opelika Road	Yes	No	No
Schomburg Road	Yes	No	No
Flat Rock Road / Schatulga Road	Yes	No	Yes

**COLUMBUS STREET AND HIGHWAY
PROJECTS AND FINANCIAL PLAN
FISCAL YEAR 2015 – 2018**

COLUMBUS TIP INDEX

Project Information Page	2-a
Certification of the Columbus-Phenix City MPO	2-b
MPO Lump Sum Funding & Projects (Georgia)	2-c
Financial Plan for Street and Highway Projects	(2-e / 2-v)
Total Expected Highway STIP Funds	2-w
Carry Over / Authorized Work	2-x

STREET AND HIGHWAY PROJECTS

<u>P.I. #</u>	<u>Streets</u>	<u>Page #</u>
0010915	Oversight Services for STP/L230 & CMAQ (FY15)	2-1
350730	Talbotton Road/Warm Springs Road	2-2
0007633	South Lumpkin Trail in Columbus	2-3
0010916	Oversight Services for STP/L230 & CMAQ (FY16)	2-4
0010917	Oversight Services for STP/L230 & CMAQ (FY17)	2-5
350796	Buena Vista Road – Brown Avenue to Illges Road	2-6
0013601	SR 219 (River Road) @ Schley Creek NW of Columbus	2-7
0013926	SR 85/US 27 @ CR 1660/Miller Road in Columbus	2-8
0013940	SR 22/US 80 2 Kendall Creek in Columbus	2-9
0014170	SR 22 SPUR @ Weracoba Creek in Columbus	2-10
0014171	SR 22/US 80 @ Flat Rock Creek in Columbus	2-11
	Lump Sum projects	(2-12 / 2-38)
350860	Farr Road – Old Cusseta to St. Mary's Road	2-39
332780	St. Mary's Road – Robin to Northstar	2-40
0005749	Whittlesey Road – Whitesville to Bradley Park Drive	2-41

P.I. Number	Project	Phase	Year	Cost	Page Number
0010915	Oversight Services for M230 & CMAQ Funding	PE	2015	\$7,500	2-1
350730	SR 982/Talbotton Road/Warm Springs Rd	UTL/CST	2015	\$24,239,000	2-2
0007633	South Lumpkin Trail in Columbus	CST	2016	\$449,000	2-3
0010916	Oversight Services for M230 & CMAQ Funding	PE	2016	\$17,500	2-4
0010917	Oversight Services for M230 & CMAQ Funding	PE	2017	\$17,500	2-5
350796	Buena Vista Road	ROW	2017	\$3,063,000	2-6
	NHPP - M001 Lump Sum - Road Maint. NH			\$2,793,000	2-7
	NHPP - M001 Lump Sum - Roadway Light			\$60,000	2-8
	NHPP - M001 Lump Sum - Bridge Paint			\$916,000	2-9
	STP - M230 Lump Sum			\$36,721,000	2-10
	STP - M240 Lump Sum			\$24, 274,000	2-11
	TAP - M301 - Lump Sum			\$2,209,000	2-12
	Local - LOC Lump Sum			\$3,063,000	2-13
	STP - M240 - Low Impact Bridge - Lump Sum			\$370,000	2-14
	STP - M230 - Road Maint. GT 200k - Lump Sum			\$2,197,000	2-15
	STP - M240 - Operational - Lump Sum			\$1,005,000	2-16
	STP - M240 - Road Maint. Any Area - Lump Sum			\$5,110,000	2-17
	STP - M240 - Bridge Paint - Lump Sum			\$536,000	2-18
	STP - M240 - Traf Control Devises - Lump Sum			\$1,116,000	2-19
	STP - M240 TRAF&REV/D-B/Studies - Lump Sum			\$35,000	2-20
	STP - M240 - Force Acct. Maint - Lump Sum			\$956,000	2-21
	STP - M240 - RW Protective Buy - Lump Sum			\$70,000	2-22
	HSIP - MS40 - RRX Hazard Elim - Lump Sum			\$352,000	2-23
	HSIP - MS50 - RRX Protective Dev - Lump Sum			\$304,000	2-24
	NHPP - M002 - CST MGT - Lump Sum			\$2,339,000	2-25
	SRTS - LU10 - Safe Rt. To Sch. Non-Infr - Lump Sum			\$32,000	2-26
	HPP - LY10 - Lump Sum			\$449,000	2-27

P.I. Number	Project	Phase	Year	Cost	Page Number
	SRTS - LU10 - Safe Rt. To Sch. Any Proj. - Lump Sum			\$11,000	2-28
	HSIP - LS20 - HWY Risk Rural Roads - Lump Sum			\$64,000	2-29
	HSIP - MS30 - Safety - Lump Sum			\$5,968,000	2-30
	STP - L220 - Enhancement - Lump Sum			\$1,512,000	2-31
	TAP - M940 - Recreation Trail - Lump Sum			\$100,000	2-32
	STP - M240 - Wetland Mitigation - Lump Sum			\$72,000	2-33
350860	Farr Road		LR		2-34
332780	St. Mary's Road		LR		2-35
0005749	Whittlesey Road		LR		2-36

CERTIFICATION OF THE COLUMBUS-PHENIX CITY MPO

Be it known to all, the below signees do hereby endorse and certify the Metropolitan Planning Process for the Columbus-Phenix City Metropolitan Planning Organization (C-PCMPO), and further certify that the Metropolitan Planning Process is being conducted in accordance with all applicable requirements of:

I. 23 U.S.C. 134, 49 U.S.C. 5305, and this subpart

- Agreements are in place to address responsibilities of each MPO for its share of the overall Metropolitan Planning Area (MPA), where multiple Metropolitan Planning Organizations share geographic portions of a Transportation Management Area (TMA).
- All major modes of transportation are members of the MPO
- Any changes to the MPA boundaries were reflected in the Policy Board representation.
- ~~○ Agreements or memorandums are signed and in place for identification of planning responsibilities among the MPO, GDOT, public transit operator(s), air quality agency(ies), or other agencies involved in the planning process.~~
- Roles and responsibilities are defined for the development of the Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP) and other related planning documents.
 - UPWP
 - The UPWP documents in detail the activities to be performed with Title 23 and the Federal Transit Act.
 - The UPWP activities are developed, selected and prioritized with input from the State and public transit agency(ies).
 - The UPWP provides funding for the professional development of MPO staff.
 - The final UPWP is submitted in a timely manner to GDOT with authorization occurring by before the MPO's fiscal year begins.
 - Amendments to the UPWP are developed and processed in accordance with procedures outlined in the MPO's Participation Plan.
 - Planning activities and status reports are submitted quarterly by the MPO to GDOT.
 - LRTP
 - The LRTP incorporates a minimum 20-year planning horizon.
 - The LRTP identifies both long-range and short-range strategies and actions leading to the development of an intermodal transportation system.
 - The LRTP is fiscally constrained.
 - The development of the LRTP and the TIP are coordinated with other providers of transportation (e.g. regional airports, maritime port operators)
 - All of the Moving Ahead for Progress in the 21st Century Act (MAP-21) planning factors were considered in the planning process.

- The LRTP includes a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities in consultation with federal, state and tribal land management and regulatory agencies.
- The Congestion Management Process (CMP) was developed as part of the LRTP in TMA's.
- The MPO approves the LRTP in a timely manner without entering into a planning lapse.
- Amendments to the LRTP/STIP/TIP follow the approved Amendment Process.
- The MPO approves LRTP amendments in accordance with procedures outlined in the MPO's Participation Plan.
- The transit authority's planning process is coordinated with the MPO's planning process.
- In non-attainment and maintenance areas the MPO, as well as FHWA and FTA, must make a conformity determination on any updated or amended LRTP in accordance with 40 CFR Part 93.

TIP

- The TIP is updated at least every 4 years, on a schedule compatible with STIP development.
- Each project included in the TIP is consistent with the LRTP.
- The MPO, GDOT and the transit operator collaborate on the development of the TIP.
- The TIP contains all projects to be funded under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53.
- The TIP is financially constrained by year and revenue estimates reflect reasonable assumptions.
- The MPO TIP is included in the STIP by reference, without modification.
- Amendments to the LRTP/STIP/TIP follow the approved Amendment Process.
- In non-attainment and maintenance areas, the MPO as well as the FHWA and FTA must make a conformity determination on any updated or amended TIP in accordance with 40 CFR Part 93.

Participation Plan

- A 45-day comment period was provided before the Participation Plan process was adopted/revised.
- Transportation plans, programs and projects provide timely information about transportation issues and processes to citizens and others who may be affected.
- Opportunities are provided for participation for local, State, and federal environmental resource and permit agencies where appropriate.
- The public involvement process demonstrates explicit consideration and responsiveness to public input received during the planning and program development process.
- The transportation planning process identifies and addresses the needs of those traditionally underserved, including low-income and minority households.
- The disposition of comments and changes in the final LRTP and /or TIP are documented and reported when significant comments are submitted.
- Additional time is provided if the "final" document is significantly different from the draft originally made for public review.

- The MPO undertakes a periodic review of the public involvement process to determine if the process is efficient and provides full an open access for all.
CMP (applies to TMAs)
- In TMA's, the planning process includes the development of a CMP that provides for effective management of new and existing transportation facilities through the use of travel demand reduction and operational management strategies, thus meeting the requirements of 23 CFR Part 500.
- The CMP is fully integrated into the overall metropolitan planning process.
- The CMP has established performance measures.
- The MPO has a process for periodically evaluating the effectiveness of the CMP.
- The CMP is updated on a periodic basis to reevaluate network strategies and projects.
- The CMP work activities are included in the UPWP.
- List of Obligated Projects*
- The MPO provides a listing for all projects for which funds are obligated each year, including bicycle and pedestrian facilities.
- The annual listing is made available to the public via the TIP or the LRTP.

II. In non-attainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93

- The MPO's UPWP incorporates all of the metropolitan transportation-related air quality planning activities addressing air quality goals, including those not funded by FHWA/FTA.
- Agreements exist to outline the process for cooperative planning within full nonattainment/maintenance areas that are not designated by the MPO planning area.
- The MPO coordinates the development of the LRTP with SIP development and the development of Transportation Control Measures (TCM) if applicable.
- The LRTP includes design concept and scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, to permit conformity determinations.
- The MPO's TIP includes all proposed federally and non-federally funded regionally significant transportation projects, including intermodal facilities.
- If applicable, the MPO ensures priority programming and expeditious implementation of TCMs from the STIP.

III. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21

- The MPO has adopted goals, policies, approaches and measurements to address Title VI and related requirements.
- The public involvement process is consistent with Title VI of the Civil Rights Act of 1964 and the Title VI assurance execution by the State.
- The MPO has processes, procedures, guidelines, and/or policies that address Title VI, ADA, and DBE.
- The MPO has a documented policy on how Title VI complaints will be handled.
- The MPO has a demographic profile of the metropolitan planning area that includes identification of the locations of protected populations.

- As appropriate, the planning process identifies/considers/addresses the needs of protected/traditionally underserved populations (low-income/minority as defined by the U.S. Census Bureau).

IV. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment of business opportunity

- The MPO adheres to all requirements prohibiting discrimination against a person under, a project, program, or activity receiving financial assistance under because of race, color, creed, national origin, sex, or age.

V. Section 1101(b) of MAP-21 (Pub. L. 112-141) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects

- The GDOT establishes overall goals for the percentage of work to be performed by DBE's based on the projections of the number and types of federal-aid highway contracts to be awarded and the number and types of DBE's likely to be available to compete for the contracts.
-

VI. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts

- The MPO as required by Title VII of the Civil Rights Act of 1964, does not discriminate on employment opportunities based on race, color, religion, sex, or national origin;

VII. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38

- The MPO as required by 49 U.S.C. 5332 prohibits discrimination on the basis of race, color, creed, national origin, sex, or age, and prohibits discrimination in employment or business opportunity, otherwise known as Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. 2000d, and U.S. DOT regulations, "Nondiscrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act," 49 CFR part 21 at 21.7.

VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance

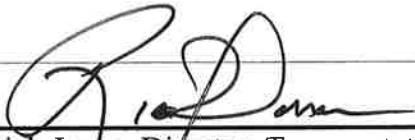
- The MPO has identified strategies and services to meet the needs of older persons' needs for transportation planning and programming.

IX. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender

- The MPO adheres to the Act on Equality between women and men and prohibits both direct and indirect discrimination based on gender.
- The MPO adheres to the Equal Pay Act of 1963 (EPA), which protects men and women who perform substantially equal work in the same establishment from sex-based wage discrimination;

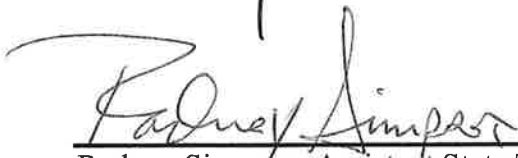
X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

- The MPO adheres to Title I and Title V of the Americans with Disabilities Act of 1990 (ADA), which prohibits employment discrimination against qualified individuals with disabilities in the private sector, and in state and local governments



Rick Jones, Director, Transportation Planning Division
City of Columbus

6/11/14
Date



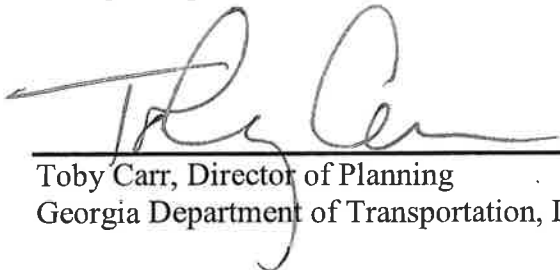
Radney Simpson, Assistant State Transportation Planning Administrator
Georgia Department of Transportation, Office of Planning

6/28/14
Date



Cynthia L. VanDyke, State Transportation Planning Administrator
Georgia Department of Transportation, Office of Planning

7-29-14
Date



Toby Carr, Director of Planning
Georgia Department of Transportation, Division of Planning

8-5-14
Date



LUMP SUM FUNDING

A portion of the STIP funding is set aside for eleven groups of projects that do not affect the capacity of the roadway. The Lump Sum projects program is intended to give the Department and MPO flexibility to address projects of an immediate need while fulfilling the requirements of the STIP. Funds are set up in lump sum banks to undertake projects that are developed after the STIP is approved. These lump sums banks, located in the statewide or “All” county section of the STIP, are listed in a number of funding types for each year for the Department’s convenience in managing and accounting for the funding. These Lump Sum Banks are shown in the TIP/STIP with the words “Lump Sum” in the *project description* and contain an amount of funding for each year. Funds are drawn from these lump sums during the year and individual projects are programmed. The individual projects may include work at one or several locations for letting and accounting purposes. Listed below are these eleven groups and information about them. Except for groups for preliminary engineering and rights of way protective buying, the total available funds are shown as construction for easy accounting but preliminary engineering and rights-of-way may be drawn from this amount when needed in that category.

Individual projects are programmed and funds drawn from the Lump Sum Bank at the time these funds are needed for Preliminary Engineering, Rights of Way and Construction. These projects may be funded in the current year or one of the other TIP/STIP years. Funds for these projects are not counted until authorization is requested for the funds. At that time the actual cost is deducted from the balance in the Lump Sum Bank.

To provide the readers of the TIP/STIP with as much information as possible, individual projects to be funded from the Lump Sum Bank in the future may be shown in the TIP/STIP with a program year of 2014 and a preliminary estimated cost. These projects are also denoted with the words “Uses Lump Sum Bank PI # 000xxxx” in the lower left area of the project listing. To avoid double counting, these projects are not included in the county total at the end of the county.

Group: Maintenance

Criteria: existing system maintenance only

This group has six funding/work types: two are for bridge painting/maintenance and the other four are for roadway maintenance. Major types of work undertaken are: resurfacing, pavement rehabilitation, median work, impact attenuators, signing, fencing, pavement markings, landscaping, rest areas, walls, guardrail and shoulder work. Also included is preliminary engineering necessary to prepare plans and rights-of-way needed for work such as landslide repair, sewer hookups and erosion control.

Group: Safety

Criteria: work qualifying for the High Hazard Safety Program and other safety projects

This group includes the following work types: signal installation/upgrades, guardrail installation, sign installation, railroad protection devices, operational improvements, railroad crossing hazard elimination, roadway hazard elimination and special safety studies and programs.

Group: Preliminary Engineering

Criteria: planning, studies and management systems

This group is a single item

Group: Roadway/Interchange Lighting

Criteria: lighting

This group is a single item.

Group: Rights of Way - Protective Buying and Hardship Acquisitions

Criteria: purchase of parcel(s) of rights of way (RW) for future projects that are in jeopardy of development and for hardship acquisition. Qualifying projects are those that have preliminary engineering (PE) underway or have a PE, RW or construction phase in the STIP. For counties that are not in conformance for air quality the only qualifying projects are those that have a RW phase in the STIP. This group is a single item.

Group: Transportation Enhancement

Criteria: projects qualifying for the Transportation Enhancement program (TE) and the Recreational Trails & Scenic Byway programs

TE projects shown in the STIP will be funded on a first come first served basis. When a project is funded it is drawn down from the lump sum. When all funds are gone, no other projects can be funded until the next fiscal year, which begins on July 1.

This group has two funding types.

***NOTE:** Alabama will continue to award projects from remaining Transportation Enhancement funds until the program funding is fully depleted. At that point, the program will be terminated in favor of project eligibility under the Transportation Alternatives Program (TAP).*

Group: Safe Routes to Schools

Criteria: To enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school safe and more appealing; and to facilitate the

planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

This group has three items; Infrastructure & non-infrastructure & any project.

Group: High Risk Rural Roads

Criteria: States are required to identify these roadways (and expend the HRRR funds) according to the following definition:

Any roadway functionally classified as a rural major or minor collector or a rural local road and

- A. on which the accident rate for fatalities and incapacitating injuries exceeds the statewide average for those functional classes of roadway; or
- B. that will likely have increases in traffic volume that are likely to create an accident rate for fatalities and incapacitating injuries that exceeds the statewide average for those functional classes of roadway."

Group: Regional Traffic Signal Optimization

Criteria: Applies to maintenance and operation of traffic control devices statewide. Candidate projects include:

- A. Regional Traffic Operations Concepts
- B. Micro-Regional Traffic Operations
- C. Traffic Control Maintenance Contracts
- D. Signal Timing
- E. Identification of minor operational improvement projects to be submitted fir Operational Projects under another Lump Sum category.

Projects will:

- A. Have to support the Regional or Statewide Traffic Signal Concept of Operations
- B. Focus on operating and maintaining the components of traffic control systems
- C. Local or quasi-governmental agencies may be contracted with at the project level.
- D. on which the accident rate for fatalities and incapacitating injuries exceeds the statewide average for those functional classes of roadway; or that will likely have increases in traffic volume that are likely to create an accident rate for fatalities and incapacitating

Group: Low Impact Bridges

Criteria: Candidates for this process will require minimal permits, minor utility impacts, minimal FEMA coordination, no on-site detour, and meet other low-impact characteristics as identified in this document. Projects that ultimately qualify for this expedited process also must not exceed established environmental impact thresholds and thus qualify as a Categorical Exclusion (CE) determinations in compliance with the National Environmental Policy Act

(NEPA). The Program has been created with three major principles in mind – safety, stewardship and streamlining.

- A. The safety of the travelling public is of paramount importance. It is the intent of this program to reduce risk associated with structurally deficient, scour critical, temporarily shored, or fracture critical structures.
- B. Second only to safety, the program will foster stewardship of Georgia's environmental and financial resources. Projects developed under the Program will seek to minimize the impact to the natural environment while providing long-term cost effective engineering solutions.
- C. The Program will result in accelerated, streamlined delivery of all phases of the bridge replacement including, planning, design, environmental approval and construction.

MPO LUMP SUM PROJECTS

Muscookee County						
PI #	Project No.	TIP No.	Project	PE	ROW	CST
0006101	CSSTP-0006-00(101)		CS 1172/8 th Avenue @ NS #718961U			CST-PRECST
0009117	CSTEE-0009-00(117)		Wynnton Road Master Plan – Phase I		ROW-D	CST-PRECST
0010620			CS 2228/Fort Benning Road from CS 325/Levy Road to Fort Benning		ROW-PRECST	CST-PRECST
0011656			CS 566/Oakview Avenue @ GCR #635750R in Columbus		ROW-PRECST	CST-PRECST
0011726			CS 566/Oakview Avenue @ NS #718910J			CST-ED
0011769			CS 2883/10 th Street @ NS #718898E in Columbus			CST-PRECST
0011847			CS 1193/3 rd Avenue @ NS #718983U in Columbus			CST-PRECST
0011848			CS 1176/5 th Avenue @ NS #718980Y in Columbus			CST-PRECST
M004517			I-185 @ 16 LOCS – Sign Upgrades			
M004890			SR 22/US 80 from Alabama State Line to 0.11 MI W of SR 22 Conn			
M004902			SR 22 Spur from SR 1 to CS 2111/Reese Road			
M005076			SR 22 / US 80 from Kendall Creek to Talbot County Line			
			CHATTAHOOCHEE COUNTY			
M004857			SR 26 from SR 520 to Marion County Line			

NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP)

(M001)

IN (000'S)

ANTICIPATED REVENUES

PI #	PROJECT NAME	TIER I											
		FY15			FY16			FY17			FY18		
		PE	RW	CST	PE	RW	CST	PE	RW	CST	PE	RW	CST
	Road Maintenance	\$0	\$0	\$856	\$0	\$0	\$677	\$0	\$0	\$637	\$0	\$0	\$623
	Bridge Paint Maint.	\$0	\$0	\$239	\$0	\$0	\$199	\$0	\$0	\$239	\$0	\$0	\$239
	Roadway Light	\$0	\$0	\$20	\$0	\$0	\$20	\$0	\$0	\$0	\$0	\$0	\$20
0013926	SR 85/US 27 @ Miller Road	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0
0013940	SR 22/US 80 @ Kendall Creek	\$0	\$0	\$0	\$0	\$0	\$0	\$500	\$0	\$0	\$0	\$0	\$0
0014170	SR 22 Spur @ Weracoba Creek	\$0	\$0	\$0	\$0	\$0	\$0	\$500	\$0	\$0	\$0	\$0	\$0
0014171	SR 22/US 80 @ Flatrock Creek	\$0	\$0	\$0	\$0	\$0	\$0	\$750	\$0	\$0	\$0	\$0	\$0
SUBTOTAL M001 COSTS		\$0	\$0	\$1,115	\$0	\$0	\$896	\$2,750	\$0	\$3,626	\$0	\$0	\$882
TOTAL M001 COSTS				\$1,115			\$896			\$3,626			\$882
AVAILABLE M001 FUNDS				\$1,115			\$896			\$3,626			\$882

SAFETY FUNDS (LU10)

SRTS – (LU10)

IN (000'S)

ANTICIPATED REVENUES

PI #	PROJECT NAME	TIER I											
		FY15			FY16			FY17			FY18		
		PE	RW	CST	PE	RW	CST	PE	RW	CST	PE	RW	CST
	Safe Routes to School Program	\$0	\$0	\$16	\$0	\$0	\$16	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL LU10 COSTS		\$0	\$0	\$16	\$0	\$0	\$16	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL LU10 COSTS				\$16			\$16			\$0			\$0
AVAILABLE LU10 FUNDS				\$16			\$16			\$0			\$0

SAFETY FUNDS (LU20)

SRTS - (LU20)

IN (000'S)

ANTICIPATED REVENUES

PI #	PROJECT NAME	TIER I											
		FY15			FY16			FY17			FY18		
		PE	RW	CST	PE	RW	CST	PE	RW	CST	PE	RW	CST
	Safe Route – School Infrastructure	\$0	\$0	\$27	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL LU20 COSTS		\$0	\$0	\$27	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL LU20 COSTS				\$27			\$0			\$0			\$0
AVAILABLE LU20 FUNDS				\$27			\$0			\$0			\$0

SAFETY FUNDS (LU30)

SRTS - (LU30)

IN (000'S)

ANTICIPATED REVENUES

PI #	PROJECT NAME	TIER I											
		FY15			FY16			FY17			FY18		
		PE	RW	CST	PE	RW	CST	PE	RW	CST	PE	RW	CST
	Safe Route – School (Any)	\$0	\$0	\$11	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL LU30 COSTS		\$0	\$0	\$11	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL LU30 COSTS				\$11			\$0			\$0			\$0
AVAILABLE LU30 FUNDS				\$11			\$0			\$0			\$0

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP - LS20)

IN (000'S)

ANTICIPATED REVENUES

PI #	PROJECT NAME	TIER I											
		FY15			FY16			FY17			FY18		
		PE	RW	CST	PE	RW	CST	PE	RW	CST	PE	RW	CST
	Hwy. Risk Rural Roads	\$0	\$0	\$0	\$0	\$0	\$64	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL LS20 COSTS		\$0	\$0	\$0	\$0	\$0	\$64	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL LS20 COSTS				\$0			\$64			\$0			\$0
AVAILABLE LS20 FUNDS				\$0			\$64			\$0			\$0

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

MS30 (LUMP SUM)

IN (000'S)

ANTICIPATED REVENUES

PI #	PROJECT NAME	TIER I											
		FY15			FY16			FY17			FY18		
		PE	RW	CST	PE	RW	CST	PE	RW	CST	PE	RW	CST
	Safety Lump Sum	\$0	\$0	\$1,393	\$0	\$0	\$1,490	\$0	\$0	\$1,493	\$0	\$0	\$1,592
SUBTOTAL MS30 COSTS		\$0	\$0	\$1,393	\$0	\$0	\$1,490	\$0	\$0	\$1,493	\$0	\$0	\$1,592
TOTAL MS30 COSTS				\$1,393			\$1,490			\$1,493			\$1,592
AVAILABLE MS30 FUNDS				\$1,393			\$1,490			\$1,493			\$1,592

SURFACE TRANSPORTATION PROGRAM (STP)

(L220)

IN (000'S)

ANTICIPATED REVENUES

PI #	PROJECT NAME	TIER I											
		FY15			FY16			FY17			FY18		
		PE	RW	CST	PE	RW	CST	PE	RW	CST	PE	RW	CST
	Enhancement Lump Sum	\$0	\$0	\$378	\$0	\$0	\$378	\$0	\$0	\$378	\$0	\$0	\$378
SUBTOTAL L220 COSTS		\$0	\$0	\$378	\$0	\$0	\$378	\$0	\$0	\$378	\$0	\$0	\$378
TOTAL L220 COSTS				\$378			\$378			\$378			\$378
AVAILABLE L220 FUNDS				\$378			\$378			\$378			\$378

SURFACE TRANSPORTATION PROGRAM (STP)

STP FUNDING FOR TMA URBANIZED AREAS: (M230)

IN (000'S)

ANTICIPATED REVENUES

PI #	PROJECT NAME	TIER I											
		FY15			FY16			FY17			FY18		
		PE	RW	CST	PE	RW	CST	PE	RW	CST	PE	RW	CST
	Road Maintenance – GT 200k	\$0	\$0	\$478	\$0	\$0	\$573	\$0	\$0	\$573	\$0	\$0	\$573
SUBTOTAL M230 COSTS		\$0	\$0	\$478	\$0	\$0	\$573	\$0	\$0	\$573	\$0	\$0	\$573
TOTAL M230 COSTS				\$478			\$573			\$573			\$573
AVAILABLE M230 FUNDS				\$478			\$573			\$573			\$573

SURFACE TRANSPORTATION PROGRAM (STP)
(M240)
IN (000'S)

ANTICIPATED REVENUES

PI #	PROJECT NAME	TIER I											
		FY15			FY16			FY17			FY18		
		PE	RW	CST	PE	RW	CST	PE	RW	CST	PE	RW	CST
	Road Maintenance – Any Area	\$0	\$0	\$1,466	\$0	\$0	\$1,288	\$0	\$0	\$1,120	\$0	\$0	\$1,236
	Bridge Painting	\$0	\$0	\$139	\$0	\$0	\$119	\$0	\$0	\$139	\$0	\$0	\$139
	Traffic Control Devices	\$0	\$0	\$299	\$0	\$0	\$299	\$0	\$0	\$259	\$0	\$0	\$259
	Traf. & Rev./D-B/Studies	\$0	\$0	\$10	\$0	\$0	\$15	\$0	\$0	\$10	\$0	\$0	\$0
	Force Acct. Maint.	\$0	\$0	\$0	\$0	\$0	\$358	\$0	\$0	\$299	\$0	\$0	\$299
	RW Protective Buy	\$0	\$0	\$20	\$0	\$0	\$10	\$0	\$0	\$20	\$0	\$0	\$20
	Operational	\$0	\$0	\$268	\$0	\$0	\$259	\$0	\$0	\$239	\$0	\$0	\$239
	Wetland Mitigation	\$0	\$0	\$24	\$0	\$0	\$24	\$0	\$0	\$24	\$0	\$0	\$0
	Low Impact Bridges	\$0	\$0	\$100	\$0	\$0	\$70	\$0	\$0	\$100	\$0	\$0	\$100
SUBTOTAL M240 COSTS		\$0	\$0	\$2,326	\$0	\$0	\$2,442	\$0	\$0	\$2,210	\$0	\$0	\$2,292
TOTAL M240 COSTS				\$2,326			\$2,442			\$2,210			\$2,292
AVAILABLE M240 FUNDS				\$2,326			\$2,442			\$2,210			\$2,292

TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

Recreation Trails (M940)

IN (000'S)

ANTICIPATED REVENUES

PI #	PROJECT NAME	TIER I											
		FY15			FY16			FY17			FY18		
		PE	RW	CST	PE	RW	CST	PE	RW	CST	PE	RW	CST
	Recreation Trails	\$0	\$0	\$25	\$0	\$0	\$25	\$0	\$0	\$25	\$0	\$0	\$25
SUBTOTAL M940 COSTS		\$0	\$0	\$25	\$0	\$0	\$25	\$0	\$0	\$25	\$0	\$0	\$25
TOTAL M940 COSTS				\$25			\$25			\$25			\$25
AVAILABLE M940 FUNDS				\$25			\$25			\$25			\$25

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)
RAILROAD HAZARD FUNDS (MS40)
IN (000'S)

ANTICIPATED REVENUES

PI #	PROJECT NAME	TIER I											
		FY15			FY16			FY17			FY18		
		PE	RW	CST	PE	RW	CST	PE	RW	CST	PE	RW	CST
	RRX Hazard Elim.	\$0	\$0	\$88	\$0	\$0	\$88	\$0	\$0	\$88	\$0	\$0	\$88
SUBTOTAL MS40 COSTS		\$0	\$0	\$88	\$0	\$0	\$88	\$0	\$0	\$88	\$0	\$0	\$88
TOTAL MS40 COSTS				\$88			\$88			\$88			\$88
AVAILABLE MS40 FUNDS				\$88			\$88			\$88			\$88

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)
RAILROAD PROTECTION DEVICES FUNDS (MS50)
 IN (000'S)

ANTICIPATED REVENUES

PI #	PROJECT NAME	TIER I											
		FY15			FY16			FY17			FY18		
		PE	RW	CST	PE	RW	CST	PE	RW	CST	PE	RW	CST
	RRX Protection Dev	\$0	\$0	\$76	\$0	\$0	\$76	\$0	\$0	\$76	\$0	\$0	\$76
SUBTOTAL MS50 COSTS		\$0	\$0	\$76	\$0	\$0	\$76	\$0	\$0	\$76	\$0	\$0	\$76
TOTAL MS50 COSTS				\$76			\$76			\$76			\$76
AVAILABLE MS50 FUNDS				\$76			\$76			\$76			\$76

NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP)
CONSTRUCTION MANAGEMENT FUNDS (M002)
 IN (000'S)

ANTICIPATED REVENUES

PI #	PROJECT NAME	TIER I											
		FY15			FY16			FY17			FY18		
		PE	RW	CST	PE	RW	CST	PE	RW	CST	PE	RW	CST
	CST MGMT	\$0	\$0	\$573	\$0	\$0	\$579	\$0	\$0	\$590	\$0	\$0	\$597
SUBTOTAL M002 COSTS		\$0	\$0	\$573	\$0	\$0	\$579	\$0	\$0	\$590	\$0	\$0	\$597
TOTAL M002 COSTS				\$573			\$579			\$590			\$597
AVAILABLE M002 FUNDS				\$573			\$579			\$590			\$597

HPP (LY10)
 IN (000'S)

ANTICIPATED REVENUES

PI #	PROJECT NAME	TIER I											
		FY15			FY16			FY17			FY18		
		PE	RW	CST	PE	RW	CST	PE	RW	CST	PE	RW	CST
0007633	South Lumpkin Road Trail	\$0	\$0	\$0	\$0	\$0	\$359	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL LY10 COSTS		\$0	\$0	\$0	\$0	\$0	\$359	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL LY10 COSTS				\$0			\$359			\$0			\$0
AVAILABLE LY10 FUNDS				\$0			\$359			\$0			\$0

SURFACE TRANSPORTATION PROGRAM (STP)
STP FUNDING FOR TMA URBANIZED AREAS (M230)
 IN (000'S)

ANTICIPATED REVENUES

PI #	PROJECT NAME	TIER I											
		FY15			FY16			FY17			FY18		
		PE	RW	CST	PE	RW	CST	PE	RW	CST	PE	RW	CST
350796	Buena Vista Road	Auth	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL M230 COSTS		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL M230 COSTS				\$0			\$0			\$0			\$0
AVAILABLE M230 FUNDS				\$0			\$0			\$0			\$0

SURFACE TRANSPORTATION PROGRAM (STP)

STP FUNDING FOR ANY AREA (M240)

IN (000'S)

ANTICIPATED REVENUES

PI #	PROJECT NAME	TIER I											
		FY15			FY16			FY17			FY18		
		PE	RW	CST	PE	RW	CST	PE	RW	CST	PE	RW	CST
350730	SR 982/Talbotton Road	\$511	\$0	\$0	\$0	\$0	\$9,551	\$0	\$0	\$0	\$0	\$0	\$0
350730	SR 982/Talbotton Road (Utilities)	\$0	\$0	\$0	\$0	\$0	\$9,475	\$0	\$0	\$0	\$0	\$0	\$0
0010915	Oversight Services STP/M230/CMAQ	\$7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
0010916	Oversight Services STP/M230/CMAQ	\$0	\$0	\$0	\$17	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
0010917	Oversight Services STP/M230?CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$17	\$0	\$0	\$0	\$0	\$0
0013601	SR 219 @ Schley Creek NW of Cols.	\$0	\$0	\$0	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL M240 COSTS		\$518	\$0	\$518	\$517	\$0	\$19,026	\$17	\$0	\$0	\$0	\$0	\$0
TOTAL M240 COSTS				\$518			\$19,543			\$17			\$0
AVAILABLE M240 FUNDS				\$518			\$19,543			\$17			

LOCAL FUNDING
IN (000'S)

ANTICIPATED REVENUES

PI #	PROJECT NAME	TIER I											
		FY15			FY16			FY17			FY18		
		PE	RW	CST	PE	RW	CST	PE	RW	CST	PE	RW	CST
350796	Buena Vista Road	Auth	\$0	\$0	\$0	\$0	\$0	\$0	\$3,063	\$0	\$0	\$0	\$0
0007633	South Lumpkin Road Trail	\$0	\$0	\$0	\$0	\$0	\$89	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL COSTS		\$0	\$0	\$0	\$0	\$0	\$89	\$0	\$3,063	\$0	\$0	\$0	\$0
TOTAL COSTS				\$0			\$89			\$3,063			\$0
AVAILABLE FUNDS				\$0			\$89			\$3,063			\$0

TIER II (ILLUSTRATIVE PROJECTS)

SURFACE TRANSPORTATION PROGRAM (STP)
STP FUNDING FOR TMA URBANIZED AREAS (M230)
 IN (000'S)

ANTICIPATED REVENUES

PI #	PROJECT NAME	TIER II					
		FY19			FY20		
		PE	RW	CST	PE	RW	CST
350860	Farr Rd – Old Cusseta to St. Mary's	\$0	\$0	\$0	\$0	\$0	\$0
0005749	Whittlesey Road	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL M230 COSTS		\$0	\$0	\$0	\$0	\$0	\$0
TOTAL M230 COSTS				\$0			\$0

SURFACE TRANSPORTATION PROGRAM (STP)
STP FUNDING FOR ANY AREA (M240)
 IN (000'S)

ANTICIPATED REVENUES

PI #	PROJECT NAME	TIER II					
		FY19			FY20		
		PE	RW	CST	PE	RW	CST
332780	St. Mary's Rd – Robin to Northstar	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL M240 COSTS		\$0	\$0	\$0	\$0	\$0	\$0
TOTAL M240 COSTS				\$0			\$0

COLUMBUS / FY 2015 - 2018							
TOTAL EXPECTED REVENUES							
STIP FUNDS (MATCHED)							
FUND	CODE	LUMP DESCRIPTION	2015	2016	2017	2018	TOTAL
STP	L240		\$7,500	\$0	\$0	\$0	\$7,500
STP	M230		\$25,621,283	\$3,661,616	\$3,700,168	\$3,738,719	\$36,721,786
STP	M240		\$24,239,501	\$17,500	\$17,500	\$0	\$24,274,501
TAP	M301		\$1,068,580	\$376,559	\$380,251	\$383,943	\$2,209,333
HPP	LY10		\$0	\$449,950	\$0	\$0	\$449,950
Local	LOC		\$0	\$0	\$3,063,419	\$0	\$3,063,419
NHPP	M001	BRIDGE PAINT –INTERSTATE	\$239,000	\$199,000	\$239,000	\$239,000	\$916,000
NHPP	M001	ROAD MAINT – NAT’L HWY	\$856,000	\$677,000	\$637,000	\$623,000	\$2,793,000
NHPP	M001	ROADWAY LIGHTING	\$20,000	\$20,000	\$0	\$20,000	\$60,000
NHPP	M002	CST MGMT	\$573,000	\$579,000	\$590,000	\$597,000	\$2,339,000
STP	L220	ENHANCEMENT	\$378,000	\$378,000	\$378,000	\$378,000	\$1,512,000
STP	M230	ROAD MAINT – GT 200K	\$478,000	\$573,000	\$573,000	\$573,000	\$2,197,000
STP	M240	OPERATIONAL	\$268,000	\$259,000	\$239,000	\$239,000	\$1,005,000
STP	M240	ROAD MAINT – ANY AREA	\$1,466,000	\$1,288,000	\$1,120,000	\$1,236,000	\$5,110,000
STP	M240	BRIDGE PAINTING	\$139,000	\$119,000	\$139,000	\$139,000	\$536,000
STP	M240	LOW IMPACT BRIDGES	\$100,000	\$70,000	\$100,000	\$100,000	\$370,000
STP	M240	TRAF CONTROL DEVICES	\$299,000	\$299,000	\$259,000	\$259,000	\$1,116,000
STP	M240	FORCE ACCT MAINT	\$0	\$358,000	\$299,000	\$299,000	\$956,000
STP	M240	TRAF&REV/D-B/STUDIES	\$10,000	\$15,000	\$10,000	\$0	\$35,000
STP	M240	RW PROTECTIVE BUY	\$20,000	\$10,000	\$20,000	\$20,000	\$70,000
STP	M240	WETLAND MITIGATION	\$24,000	\$24,000	\$24,000	\$0	\$72,000
TAP	M940	RECREATIONAL TRAILS	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000
HSIP	LS20	HWY RISK RURAL ROADS	\$0	\$64,000	\$0	\$0	\$64,000
IP	MS30	SAFETY	\$1,393,000	\$1,490,000	\$1,493,000	\$1,592,000	\$5,968,000
HSIP	MS40	RRX HAZARD ELIM	\$88,000	\$88,000	\$88,000	\$88,000	\$352,000
HSIP	MS50	RRX PROTECTION DEV	\$76,000	\$76,000	\$76,000	\$76,000	\$304,000
SRTS	LU10	SAFE RT TO SCH NON-INFR	\$16,000	\$16,000	\$0	\$0	\$32,000
SRTS	LU20	SAFE RT TO SCH INFR	\$27,000	\$0	\$0	\$0	\$27,000
SRTS	LU30	SAFE RT TO SCH ANY PROJ	\$11,000	\$0	\$0	\$0	\$11,000
TOTAL			\$57,442,864	\$11,132,625	\$13,470,338	\$10,625,862	\$92,671,489

CARRY OVER STATEMENT

AND

WORK AUTHORIZED



CARRY OVER FUNDING

Where carryover funding comes from:

Carryover funding describes two types of federal funds not obligated in the year appropriated. The first type of these funds results, when a State is unable to fully access the annual distribution of funds due to a congressional budgetary restriction call of “obligation authority”. Obligation authority restricts a state from spending total appropriated funds. Un-obligated balances of appropriated funds may be utilized to funds projects in the following ways:

1. A state may choose to advance fund the construction authorization of a federal-aid project by temporarily funding the federal share with non-federal funds. Multi-year Transportation Acts allow states to advance construction up to the contract authority provided in the Act. Advance construction is a method of “pre-financing” the federal share of project costs. These costs are later converted to regular highway funds as Congress provides new appropriation and/or obligation authority.
2. A state can use carryover funds when obligation authority is re-distributed from other states. Near the end of each federal fiscal year, the Federal Highway Administration redistributes obligation authority from states that return unused spending authority.
3. A state can use un-obligated balances to fund a project if Congress appropriates additional obligation authority.

The second type of carryover funds results when a State does not fully obligate special federal-aid funding categories such as minimum guarantee, highway demonstration projects, and high priority projects. For these types of funding categories, Appropriations Acts provide obligation authority for each appropriated dollar.

How carryover funds are used:

The following describes how the STIP Financial Plan (SFP) is developed. The SFP is the spending plan for allocating transportation funding to state and local projects. It addresses a time period of four years, and, by law, is financially constrained by forecasted funding levels. Forecasted funding levels are based on the historical spending authority provided to the State in the last available year. These levels are adjusted to funding estimates provided in the current multi-year transportation bill. Added to the adjusted funding ceiling are the previously appropriated/allocated Federal funds (carryover) that are unexpended and available. Both types of carryover funds are assigned to projects. However, Type 2 carryover funds are not used until all the current year obligation authority has been utilized. If the advances construction method is used, Type 1 carryover funds, a conversion project is set up in the STIP for the year that federal funds are going to be used to reimburse project costs.

How carryover funds are shown for fiscal constraint:

The Moving Ahead for Progress in the 21st Century Act (MAP-21) requires that the State Transportation Improvement Program (STIP) “...include a project, or an identified phase of a project, only if full funding can reasonable be anticipated to be available”. Since both types of carryover funds can be used to fund projects in a year different than the year funds were received, they are reasonable available and are added to the annual estimated appropriated funds for the period covered by the STIP.

The STIP financial plan fully documents the amount of carryover funds by year and category of funding, as well as, estimates of future revenues.

NOTE: *MPO Carryover in Alabama: MPOs are limited to three years of carryover. Unexpended funds after three years are deducted from fourth year allocations.*

MPO AUTHORIZED PROJECTS (GA)

PI #	Phase	Auth Date	Project	Cost
0004019	PE	2014	Oversight Services for M230 & CMAQ Funded TIP PROJ-FY14	\$70,000.00
0009171	PE	2012	Oversight Services for L230 & CMAQ Funded TIP PROJ-FY12	\$170,000.00
0009172	PE	2013	Oversight Services for L230 & CMAQ Funded TIP PROJ-FY13	\$70,000.00
0010261	PLN	2012	PL Columbus - FY 2012	\$419,492.00
0010805	PLN	2013	PL Columbus - FY 2013	\$303,659.25
0011799	PLN	2014	PL Columbus - FY 2014	\$441,043.00
0012931	PLN	2014	PL Columbus- FY 2015	\$313,927.41
M004793	MCST	2014	Districtwide ROW Tree Cutting - District 3	\$199,999.99
CHATTAHOOCHEE COUNTY				
0009439	CST	2014	Chattahoochee County Elementary School (SRTS)	\$466,301.03
HARRIS COUNTY				
0001812	CST	2014	SR 219 Passing Lanes from Luther Land Bridge to Happy Hollow Road - TIA	\$14,187,438.00
0001812	PE	2014	SR 219 Passing Lanes from Luther Land Bridge to Happy Hollow Road - TIA	\$1,597,736.00
0001812	ROW	2014	SR 219 Passing Lanes from Luther Land Bridge to Happy Hollow Road - TIA	\$403,427.00
0001812	UTL	2014	SR 219 Passing Lanes from Luther Land Bridge to Happy Hollow Road - TIA	\$1,501,837.00
MUSCOGEE COUNTY				
0004729	CST	2013	CS 2227/Brown Avenue @ Norfolk Southern RR & @ Bragg Smith Street	\$5,960,390.27
0004729	ROW	2012	CS 2227/Brown Avenue @ Norfolk Southern RR & @ Bragg Smith Street	\$1,990,000.00
0004729	UTL	2013	CS 2227/Brown Avenue @ Norfolk Southern RR & @ Bragg Smith Street	\$473,344.26
0006446	PE	2014	SR 1 from CS 2661/Turnberry Lane/Muscogee Cty to SR 315/Harris Cty	\$1,500,000.00
0006446	ROW	2014	SR 1 from CS 2661/Turnberry Lane/Muscogee Cty to SR 315/Harris Cty	\$5,000,000.00
0007423	CST	2014	CS 1448/52nd Street @ NS #719057S	\$221,409.27
0007559	CST	2013	Streetscapes in Columbus - Phase III	\$899,901.25
0008184	CST	2013	Columbus Riverwalk between 13th & 14th Street in Muscogee	\$1,000,000.00
0009116	CST	2012	SR 1/US 27/Veteran's Pkwy Streetscape Improvements - Phase III	\$1,900,000.00
0009671	CST	2012	I-185 @ SR 520/US 280/Victory Drive - Landscaping Phase II	\$205,000.00
0010101	CST	2013	14th Street Pedestrian Bridge - Phase II	\$1,898,896.25
0010392	CST	2014	Clubview Elementary School - SRTS	\$126,024.83

MPO AUTHORIZED PROJECTS (GA) - MUSCOGEE COUNTY CONTINUED				
0010392	PE	2012	Clubview Elementary School - SRTS	\$119,872.37
0010914	PE	2012	High Speed Rail Feasibility Study in Muscogee County	\$350,000.00
0010921	PE	2012	Buena Vista Road Corridor Study	\$60,000.00
0010924	PE	2012	Alternative Transportation Plan Study in Muscogee County	\$120,000.00
0010927	PE	2012	Spider Web Study in Columbus	\$83,000.00
0011433	CST	2013	Columbus River Walk Ext from River Walk to City Mills - TIA	\$8,400,000.00
0011433	PE	2013	Columbus River Walk Ext from River Walk to City Mills - TIA	\$1,000,000.00
0011433	ROW	2013	Columbus River Walk Ext from River Walk to City Mills - TIA	\$600,000.00
0011434	PE	2014	CR 62/Cusseta Road from Fort Benning Road to Stanton Drive - TIA	\$2,000,000.00
0011434	ROW	2014	CR 62/Cusseta Road from Fort Benning Road to Stanton Drive - TIA	\$40,402,448.00
0011435	CST	2013	Intercity Express Bus Park-N-Ride Service to Columbus - TIA	\$21,400,000.00
0011435	PE	2013	Intercity Express Bus Park-N-Ride Service to Columbus - TIA	\$1,000,000.00
0011436	CST	2014	CS 2226/Buena Vista Road from MLK Jr. Blvd to St. Mary's Road - TIA	\$25,225,225.00
0011436	PE	2014	CS 2226/Buena Vista Road from MLK Jr. Blvd to St. Mary's Road - TIA	\$2,522,522.00
0011436	ROW	2014	CS 2226/Buena Vista Road from MLK Jr. Blvd to St. Mary's Road - TIA	\$8,648,648.00
0011436	UTL	2014	CS 2226/Buena Vista Road from MLK Jr. Blvd to St. Mary's Road - TIA	\$3,603,605.00
0011437	CST	2014	SR 1/SR 520/US 27 @ PR 115/Custer Road - TIA	\$18,750,000.00
0011437	PE	2013	SR 1/SR 520/US 27 @ PR 115/Custer Road - TIA	\$700,000.00
0011437	ROW	2013	SR 1/SR 520/US 27 @ PR 115/Custer Road - TIA	\$250,000.00
0011437	SCP	2013	SR 1/SR 520/US 27 @ PR 115/Custer Road - TIA	\$300,000.00
0011726	CST	2013	CS 566/Oakview Avenue @ NS #718910J	\$262,569.69
0011849	CST	2013	CS 2755/13th Street @ Chattahoochee River - Bridge Painting	\$1,940,779.05
0012577	CST	2014	I-185 @ CS 2228/Buena Vista Road - Interchange - TIA	\$17,970,000.00
0012577	PE	2014	I-185 @ CS 2228/Buena Vista Road - Interchange - TIA	\$1,000,000.00
0012577	ROW	2014	I-185 @ CS 2228/Buena Vista Road - Interchange - TIA	\$28,700,000.00
0012579	CST	2013	South Lumpkin Road Trail in Columbus - Phase I - TIA	\$3,000,000.00
0012579	PE	2013	South Lumpkin Road Trail in Columbus - Phase I - TIA	\$500,000.00
350796	PE	2014	Buena Vista Road/Columbus from Brown Avenue SE to Illges Road	\$397,000.00
350850	CST	2013	Schatulga Road/Eastern Connector from Buena Vista Rd to Chattsworth Rd	\$13,428,095.50
350850	UTL	2013	Schatulga Road/Eastern Connector from Buena Vista Rd to Chattsworth Rd	\$760,000.00
351010	CST	2012	Whittlesey Road & Veteran's Pkwy from Rollins Road to Gepca Drive	\$10,743,269.65

[illegible]

COLUMBUS – TIP PROJECTS

FISCAL YEAR

2015 – 2018



PI # 0010915– Oversight Services for M230 & CMAQ Funded TIP Proj - FY15

Project #:	Project Length (MI):		County: Muscogee
P.I. #: 0010915	Existing Lanes:		DOT District: 3
TIP #: GA-0010915	Proposed Lanes:		CONG DIST: 2, 3
Funding Code: L240			RDC: River Valley RC
Funding:	State/US #:		Local RD#

Project Phase	\$ Source	FY 15	FY 16	FY 17	FY 18	Total			
<i>Preliminary Eng.</i>	Fed/State	\$7	\$0	\$0	\$0	\$7			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>		\$0	\$0	\$0	\$0	\$0			
Project Cost		\$7	\$0	\$0	\$0	\$7			
<i>Federal Cost</i>		\$6	\$0	\$0	\$0	\$6			
<i>State Cost</i>		\$1	\$0	\$0	\$0	\$1			
<i>Local Cost</i>		\$0	\$0	\$0	\$0	\$0			

Comments: Total amount of project is \$7,500.00

PI # 350730 – SR 982/Talbotton Road/Warm Springs Road from 7th Avenue to Woodruff Rd / Hilton Avenue.

PROJECT DESCRIPTION: Widen and reconstruct 2.02 miles of existing two- (2) lane road to four (4) lanes with turn lanes and median.

Project #: STP – 8016 (3)	Project Length (MI): 1.9	County: Muscogee
P.I. #: 350730	Existing Lanes: 2	DOT District: 3
TIP #: 86-SR-2007	Proposed Lanes: 4	CONG DIST: 2
Funding Code: M240		RDC: River Valley RC
Funding: STP & Other	State/US #:	Local RD#

Project Phase	\$ Source	FY 15	FY 16	FY 17	FY 18	Total			
<i>Preliminary Eng.</i>	Fed/State	\$511	\$0	\$0	\$0	\$511			
<i>Right-of Way</i>	Fed/State	\$0	\$0	\$0	\$0	\$0			
<i>Utilities</i>	Fed/State	\$0	\$9,475	\$0	\$0	\$9,475			
<i>Construction</i>	Fed/State	\$0	\$9,551	\$0	\$0	\$9,551			
Project Cost		\$511	\$19,026	\$0	\$0	\$19,026			
<i>Federal Cost</i>		\$409	\$15,221	\$0	\$0	\$15,221			
<i>State Cost</i>		\$102	\$3,805	\$0	\$0	\$3,805			
<i>Local Cost</i>		\$0	\$0	\$0	\$0	\$0			

Comments: LGPA was signed in February 1992. Project to include landscaping, street lighting, and sidewalks. Funds for PE and ROW have been authorized.



PI # 0007633 – South Lumpkin Multi-Use Trail in Columbus
PROJECT DESCRIPTION:

Project #: CSHPP-0007-00(633)	Project Length (MI):	County: Muscogee
P.I. #: 0007633	Existing Lanes:	DOT District: 3
TIP #: SL-07	Proposed Lanes:	CONG DIST: 2
Funding Code: LY10		RDC: River Valley RC
Funding: HPP	State/US #:	Local RD#

Project Phase	\$ Source	FY 15	FY 16	FY 17	FY 18	Total			
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>	Fed/Local	\$0	\$449	\$0	\$0	\$449			
Project Cost		\$0	\$449	\$0	\$0	\$449			
<i>Federal Cost</i>		\$0	\$359	\$0	\$0	\$359			
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>Local Cost</i>		\$1,000	\$90	\$0	\$0	\$1,090			

Comments: Total amount CST Funds \$449,950.00 (\$359,960.00 Fed & \$89,990.00 Local) – Total amount of TIA funds \$1,000,095.00.



PI # 0010916– Oversight Services for M230 & CMAQ Funded TIP Proj - FY16
PROJECT DESCRIPTION:

Project #:	Project Length (MI):		County: Muscogee
P.I. #: 0010916	Existing Lanes:		DOT District: 3
TIP #: GA-0010916	Proposed Lanes:		CONG DIST: 2, 3
Funding Code: M240			RDC: River Valley RC
Funding:	State/US #:		Local RD#

Project Phase	\$ Source	FY 15	FY 16	FY 17	FY 18	Total			
<i>Preliminary Eng.</i>	Fed/State	\$0	\$17	\$0	\$0	\$17			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>		\$0	\$0	\$0	0	\$0			
Project Cost		\$0	\$17	\$0	\$0	\$17			
<i>Federal Cost</i>		\$0	\$14	\$0	\$0	\$14			
<i>State Cost</i>		\$0	\$3	\$0	\$0	\$3			
<i>Local Cost</i>		\$0	\$0	\$0	\$0	\$0			

Comments: Total amount of project \$17,500.00.

PI # 0010917 – Oversight Services for M230 & CMAQ Funded TIP Proj – FY17**PROJECT DESCRIPTION:**

Project #:	Project Length (MI):	County: Muscogee
P.I. #: 0010917	Existing Lanes:	DOT District: 3
TIP #: GA-0010917	Proposed Lanes:	CONG DIST: 2, 3
Funding Code: M240		RDC: River Valley RC
Funding:	State/US #:	Local RD#

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 15</i>	<i>FY 16</i>	<i>FY 17</i>	<i>FY 18</i>	<i>Total</i>			
<i>Preliminary Eng.</i>	Fed/State	\$0	\$0	\$17	\$0	\$17			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>		\$0	\$0	\$0	\$0	\$0			
<i>Project Cost</i>		\$0	\$0	\$17	\$0	\$17			
<i>Federal Cost</i>		\$0	\$0	\$14	\$0	\$14			
<i>State Cost</i>		\$0	\$0	\$3	\$0	\$3			
<i>Local Cost</i>		\$0	\$0	\$0	\$0	\$0			

Comments: Total amount of project is \$17,500.00

PI # 350796 – Buena Vista Road – from Brown Avenue to Illges Road

PROJECT DESCRIPTION: Widen existing two- (2) lane road to three (3) lanes with intersection improvements.

Project #: STP00-8042-00(005)	Project Length (MI): 1.15		County: Muscogee
P.I. #: 350796	Existing Lanes: 2		DOT District: 3
TIP #: 86-SR-2010	Proposed Lanes: 3		CONG DIST: 2
Funding Code: M230 / LOC	2008 ADT	2035 ADT	RDC:
Funding:	State/US #:		Local RD#

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 15</i>	<i>FY 16</i>	<i>FY 17</i>	<i>FY 18</i>	<i>Total</i>			
<i>Preliminary Eng.</i>	Fed/Local	\$0	\$0	\$0	\$0	\$0			
<i>Right-of Way</i>	Local	\$0	\$0	\$3,063	\$0	\$3,063			
<i>Utilities</i>	Fed/Local	\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>	Fed/Local	\$0	\$0	\$0	\$0	\$0			
Project Cost		\$0	\$0	\$3,063	\$0	\$3,063			
<i>Federal Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>Local Cost</i>		\$0	\$0	\$3,063	\$0	\$3,063			

Comments: Project to include bike lanes and sidewalks. ROW - \$3,063,000.00 – Local



PI # 0013601 – SR 219 @ Schley Creek NW of Columbus**PROJECT DESCRIPTION:** Bridge Improvements

Project #:	Project Length (MI):		County: Muscogee
P.I. #: 0013601	Existing Lanes:		DOT District: 3
TIP #: BR-15	Proposed Lanes:		CONG DIST: 2
Funding Code: M240	2015 ADT	2040 ADT	RDC:
Funding:	State/US #:		Local RD#

Project Phase	\$ Source	FY 15	FY 16	FY 17	FY 18	Total			
<i>Preliminary Eng.</i>	Fed/State	\$0	\$500	\$0	\$0	\$500			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Utilities</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>		\$0	\$0	\$0	\$0	\$0			
Project Cost		\$0	\$500	\$0	\$0	\$500			
<i>Federal Cost</i>		\$0	\$400	\$0	\$0	\$400			
<i>State Cost</i>		\$0	\$100	\$0	\$0	\$100			
<i>Local Cost</i>		\$0	\$0	\$0	\$0	\$0			

Comment: Total amount of PE - \$500,000.00

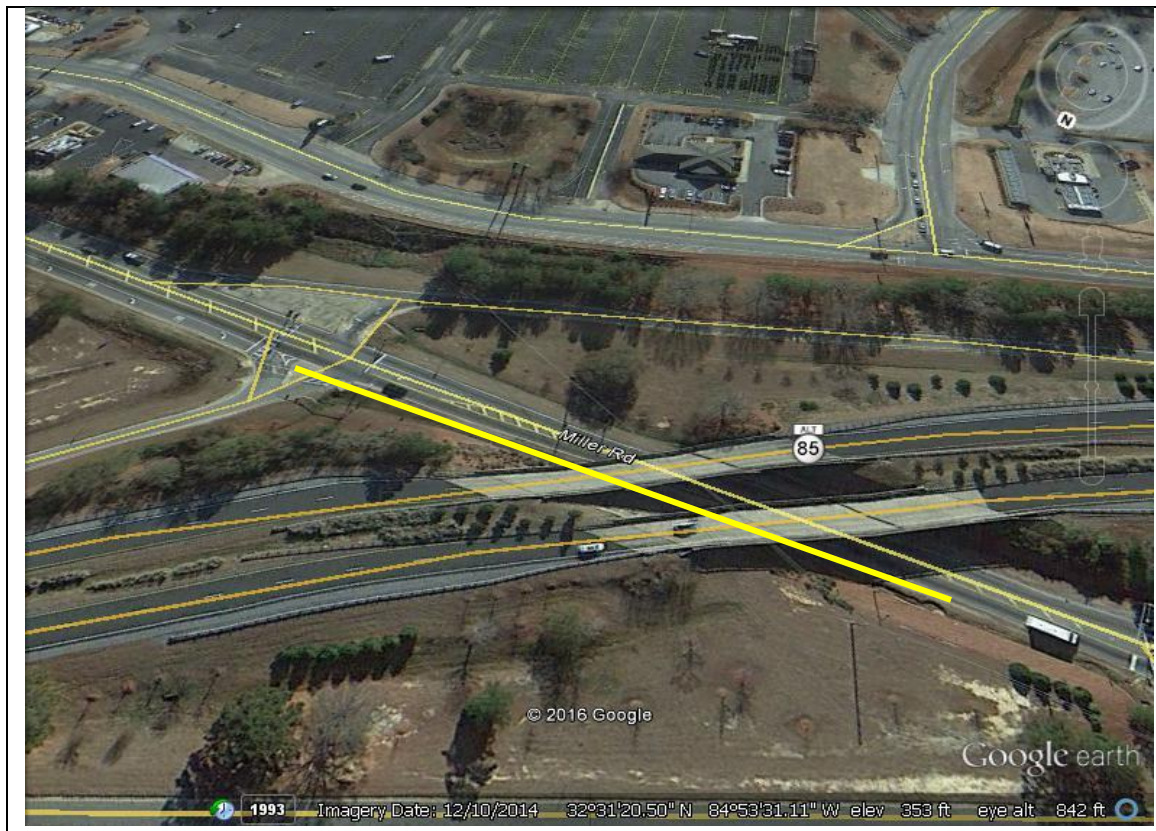
PI # 0013926 – SR 85/US 27 @ CR 1660/Miller Road in Columbus

PROJECT DESCRIPTION: Bridge Improvements

Project #:	Project Length (MI):		County: Muscogee
P.I. #: 0013926	Existing Lanes:		DOT District: 3
TIP #: BR-17	Proposed Lanes:		CONG DIST: 2
Funding Code: M001	2015 ADT	2040 ADT	RDC:
Funding:	State/US #:		Local RD#

Project Phase	\$ Source	FY 15	FY 16	FY 17	FY 18	Total			
<i>Preliminary Eng.</i>	Fed/State	\$0	\$0	\$1,000	\$0	\$1,000			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Utilities</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>		\$0	\$0	\$0	\$0	\$0			
Project Cost		\$0	\$0	\$1,000	\$0	\$1,000			
<i>Federal Cost</i>		\$0	\$0	\$800	\$0	\$800			
<i>State Cost</i>		\$0	\$0	\$200	\$0	\$200			
<i>Local Cost</i>		\$0	\$0	\$0	\$0	\$0			

Comment: Total amount of PE - \$1,000,000.00



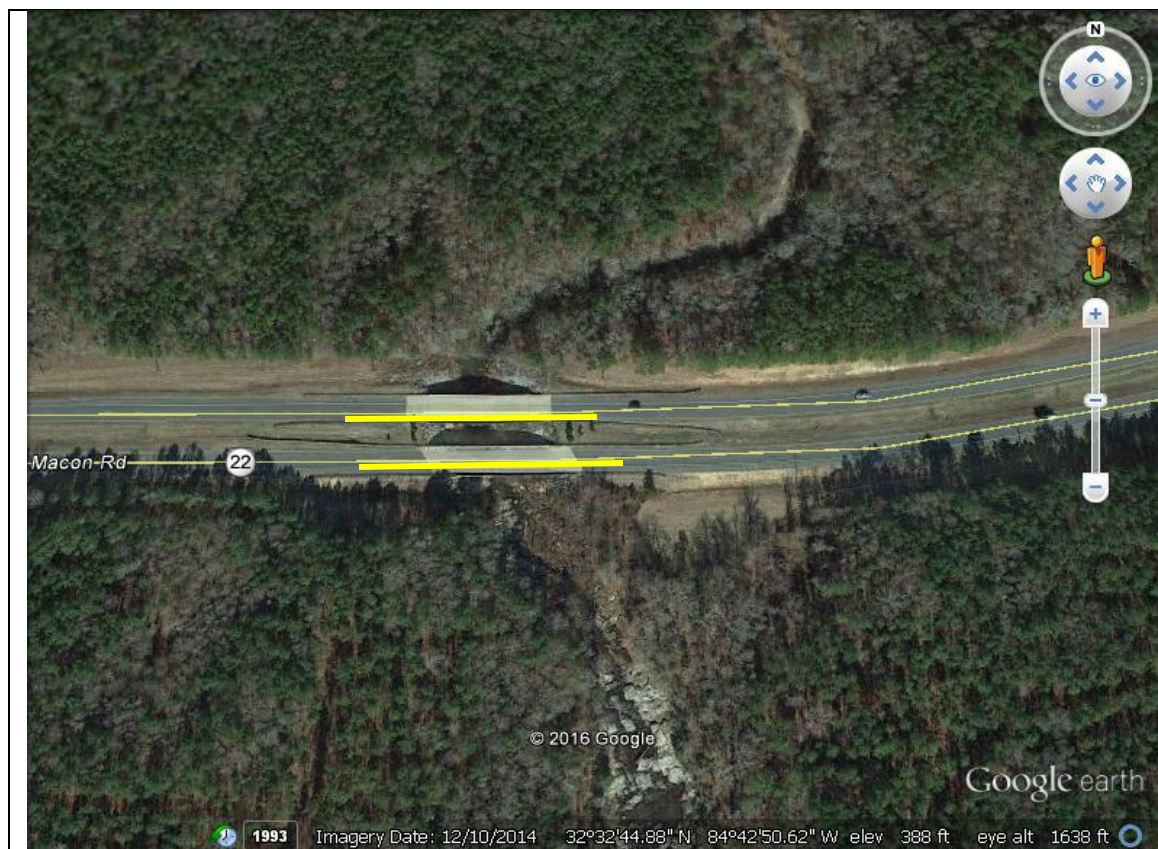
PI # 0013940 – SR 22/US 80 @ Kendall Creek in Columbus

PROJECT DESCRIPTION: Bridge Improvements

Project #:	Project Length (MI):		County: Muscogee
P.I. #: 0013940	Existing Lanes:		DOT District: 3
TIP #: BR-19	Proposed Lanes:		CONG DIST: 2
Funding Code: M001	2015 ADT	2040 ADT	RDC:
Funding:	State/US #:		Local RD#

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 15</i>	<i>FY 16</i>	<i>FY 17</i>	<i>FY 18</i>	<i>Total</i>			
<i>Preliminary Eng.</i>	Fed/State	\$0	\$0	\$500	\$0	\$500			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Utilities</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>		\$0	\$0	\$0	\$0	\$0			
<i>Project Cost</i>		\$0	\$0	\$500	\$0	\$500			
<i>Federal Cost</i>		\$0	\$0	\$400	\$0	\$400			
<i>State Cost</i>		\$0	\$0	\$100	\$0	\$100			
<i>Local Cost</i>		\$0	\$0	\$0	\$0	\$0			

Comment: Total amount of PE - \$500,000.00



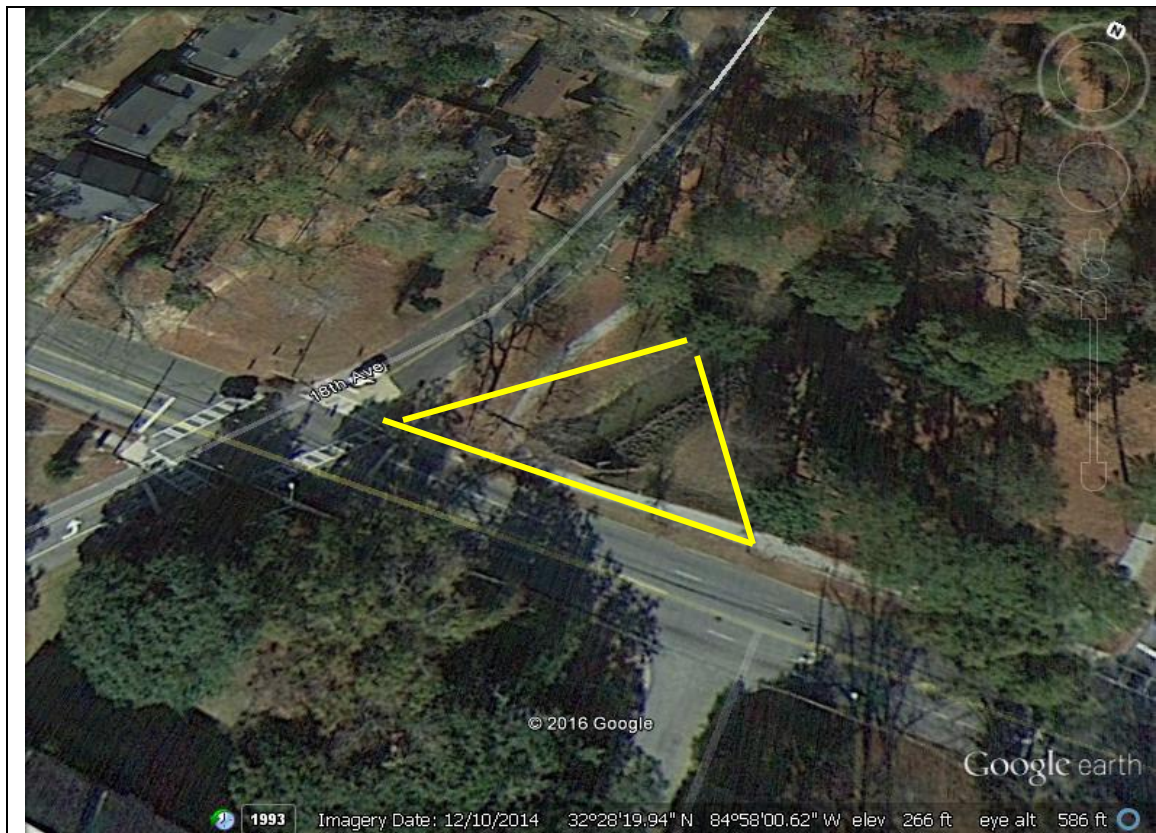
PI # 0014170 – SR 22 SPUR @ Werecoba Creek in Columbus

PROJECT DESCRIPTION: Bridge Improvements

Project #:	Project Length (MI):		County: Muscogee
P.I. #: 0014170	Existing Lanes:		DOT District: 3
TIP #: BR-20	Proposed Lanes:		CONG DIST: 2
Funding Code: M001	2015 ADT	2040 ADT	RDC:
Funding:	State/US #:		Local RD#

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 15</i>	<i>FY 16</i>	<i>FY 17</i>	<i>FY 18</i>	<i>Total</i>			
<i>Preliminary Eng.</i>	Fed/State	\$0	\$0	\$500	\$0	\$500			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Utilities</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>		\$0	\$0	\$0	\$0	\$0			
Project Cost		\$0	\$0	\$500	\$0	\$500			
<i>Federal Cost</i>		\$0	\$0	\$400	\$0	\$400			
<i>State Cost</i>		\$0	\$0	\$100	\$0	\$100			
<i>Local Cost</i>		\$0	\$0	\$0	\$0	\$0			

Comment: Total amount of PE - \$500,000.00



PI # 0014171 – SR 22/US 80 @ Flatrock Creek in Columbus

PROJECT DESCRIPTION: Bridge Improvements

Project #:	Project Length (MI):		County: Muscogee
P.I. #: 0014171	Existing Lanes:		DOT District: 3
TIP #: BR-22	Proposed Lanes:		CONG DIST: 2
Funding Code: M001	2015 ADT	2040 ADT	RDC:
Funding:	State/US #:		Local RD#

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 15</i>	<i>FY 16</i>	<i>FY 17</i>	<i>FY 18</i>	<i>Total</i>			
<i>Preliminary Eng.</i>	Fed/State	\$0	\$0	\$750	\$0	\$750			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Utilities</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>		\$0	\$0	\$0	\$0	\$0			
Project Cost		\$0	\$0	\$750	\$0	\$750			
<i>Federal Cost</i>		\$0	\$0	\$600	\$0	\$600			
<i>State Cost</i>		\$0	\$0	\$150	\$0	\$150			
<i>Local Cost</i>		\$0	\$0	\$0	\$0	\$0			

Comment: Total amount of PE - \$750,000.00



NHPP – M001 - Lump Sum - Road Maintenance - National Highway**PROJECT DESCRIPTION:** M001 – Road Maintenance Lump Sum

Project #:	Project Length (MI):	County: Muscogee
P.I. #:	Existing Lanes:	DOT District: 3
TIP #: RM-L050	Proposed Lanes:	CONG DIST: 2, 3
Funding Code: M001		RDC: River Valley RC
Funding: NHPP	State/US #:	Local RD#

Project Phase	\$ Source	FY 15	FY 16	FY 17	FY 18	Total			
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>		\$856	\$677	\$637	\$623	\$2,793			
Project Cost		\$856	\$677	\$637	\$623	\$2,793			
<i>Federal Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>Local Cost</i>		\$0	\$0	\$0	\$0	\$0			

Comments:

Total - \$2,793,000.00



NHPP – M001 - Lump Sum – Roadway Light**PROJECT DESCRIPTION:** M001 Roadway Light Lump Sum

Project #:	Project Length (MI):	County: Muscogee
P.I. #:	Existing Lanes:	DOT District: 3
TIP #: RL – L050	Proposed Lanes:	CONG DIST: 2, 3
Funding Code: M001		RDC: River Valley RC
Funding: NHPP	State/US #:	Local RD#

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 15</i>	<i>FY 16</i>	<i>FY 17</i>	<i>FY 18</i>	<i>Total</i>			
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>		\$20	\$20	\$0	\$20	\$60			
<i>Project Cost</i>		\$20	\$20	\$0	\$20	\$60			
<i>Federal Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>Local Cost</i>		\$0	\$0	\$0	\$0	\$0			

Comments: Total - \$60,000.00

NHPP – M001 - Bridge Paint - Interstate**PROJECT DESCRIPTION:** M001 – Bridge Lump Sum

Project #:	Project Length (MI):	County: Muscogee
P.I. #:	Existing Lanes:	DOT District: 3
TIP #: BRG07	Proposed Lanes:	CONG DIST: 2, 3
Funding Code: M001		RDC: River Valley RC
Funding: NHPP	State/US #:	Local RD#

Project Phase	\$ Source	FY 15	FY 16	FY 17	FY 18	Total			
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>		\$239	\$199	\$239	\$239	\$916			
Project Cost		\$239	\$199	\$239	\$239	\$916			
<i>Federal Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>Local Cost</i>		\$0	\$0	\$0	\$0	\$0			

Comments: Total - \$916,000.00

STP – M230**PROJECT DESCRIPTION:** STP – M230.

Project #:	Project Length (MI):		County: Muscogee
P.I. #:	Existing Lanes:		DOT District: 3
TIP #: STPL230	Proposed Lanes:		CONG DIST: 2, 3
Funding Code: M230	2008 ADT	2035 ADT	RDC: River Valley RC
Funding: STP	State/US #:		Local RD#

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 15</i>	<i>FY 16</i>	<i>FY 17</i>	<i>FY 18</i>	<i>Total</i>			
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>		\$25,621	\$3,661	\$3,700	\$3,739	\$36,721			
<i>Project Cost</i>		\$25,621	\$3,661	\$3,700	\$3,739	\$36,721			
<i>Federal Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>Local Cost</i>		\$0	\$0	\$0	\$0	\$0			

Comments: \$25,621,283.00 - \$3,661,616.00 - \$3,700,168.00 - \$3,738,719.00 - Total - \$36,721,786.00



STP – M240**PROJECT DESCRIPTION:** M240.

Project #:	Project Length (MI):		County: Muscogee
P.I. #:	Existing Lanes:		DOT District: 3
TIP #: STP24	Proposed Lanes:		CONG DIST: 2, 3
Funding Code: M240	2008 ADT	2035 ADT	RDC: River Valley RC
Funding: STP	State/US #:		Local RD#

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 15</i>	<i>FY 16</i>	<i>FY 17</i>	<i>FY 18</i>	<i>Total</i>			
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>		\$24,240	\$17	\$17	\$0	\$24,274			
<i>Project Cost</i>		\$24,240	\$17	\$17	\$0	\$24,274			
<i>Federal Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>Local Cost</i>		\$0	\$0	\$0	\$0	\$0			

Comments: \$24,239,501.00 - \$17,500.00 - \$17,500.00 – Total \$24,274,501.00

TAP – M301**PROJECT DESCRIPTION:** M301.

Project #:	Project Length (MI):		County: Muscogee
P.I. #:	Existing Lanes:		DOT District: 3
TIP #: TAP-LS	Proposed Lanes:		CONG DIST: 2, 3
Funding Code: M301	2008 ADT	2035 ADT	RDC: River Valley RC
Funding: TAP	State/US #:		Local RD#

Project Phase	\$ Source	FY 15	FY 16	FY 17	FY 18	Total			
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>		\$1,069	\$376	\$380	\$384	\$2,209			
Project Cost		\$1,069	\$376	\$380	\$384	\$2,209			
<i>Federal Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>Local Cost</i>		\$0	\$0	\$0	\$0	\$0			

Comments: Total \$2,209,333.00

Local – LOC**PROJECT DESCRIPTION: LOC**

Project #:	Project Length (MI):		County: Muscogee
P.I. #:	Existing Lanes:		DOT District: 3
TIP #: LOC-12	Proposed Lanes:		CONG DIST: 2, 3
Funding Code: LOC	2008 ADT	2035 ADT	RDC: River Valley RC
Funding: Local	State/US #:		Local RD#

Project Phase	\$ Source	FY 15	FY 16	FY 17	FY 18	Total			
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>		\$0	\$0	\$3,063	\$0	\$3,063			
Project Cost		\$0	\$0	\$0	\$0	\$3,063			
<i>Federal Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>Local Cost</i>		\$0	\$0	\$0	\$0	\$0			

Comments: Total \$3,063,419.00

STP – M240 – Low Impact Bridges – Lump Sum**PROJECT DESCRIPTION:** Lump sum amounts for M240.

Project #:	Project Length (MI):		County: Muscogee
P.I. #:	Existing Lanes:		DOT District: 3
TIP #: M240-BR	Proposed Lanes:		CONG DIST: 2, 3
Funding Code: M240	2008 ADT	2035 ADT	RDC: River Valley RC
Funding: STP	State/US #:		Local RD#

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 15</i>	<i>FY 16</i>	<i>FY 17</i>	<i>FY 18</i>	<i>Total</i>			
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>		\$100	\$70	\$100	\$100	\$370			
<i>Project Cost</i>		\$100	\$70	\$100	\$100	\$370			
<i>Federal Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>Local Cost</i>		\$0	\$0	\$0	\$0	\$0			

Comments: Total Cost - \$370,000.00

STP – M230 – Road Maintenance – GT 200K – Lump Sum**PROJECT DESCRIPTION:** Lump sum amounts for M230.

Project #:	Project Length (MI):		County: Muscogee
P.I. #:	Existing Lanes:		DOT District: 3
TIP #: RM2007	Proposed Lanes:		CONG DIST: 2, 3
Funding Code: M230	2008 ADT	2035 ADT	RDC: River Valley RC
Funding: STP	State/US #:		Local RD#

Project Phase	\$ Source	FY 15	FY 16	FY 17	FY 18	Total			
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>		\$478	\$573	\$573	\$573	\$2,197			
Project Cost		\$478	\$573	\$573	\$573	\$2,197			
<i>Federal Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>Local Cost</i>		\$0	\$0	\$0	\$0	\$0			

Comments: Total Cost - \$2,197,000.00

STP – M240 – Operational – Lump Sum**PROJECT DESCRIPTION:** Lump sum amounts for M240.

Project #:	Project Length (MI):		County: Muscogee
P.I. #:	Existing Lanes:		DOT District: 3
TIP #: OPER05	Proposed Lanes:		CONG DIST: 2, 3
Funding Code: M240	2008 ADT	2035 ADT	RDC: River Valley RC
Funding: STP	State/US #:		Local RD#

Project Phase	\$ Source	FY 15	FY 16	FY 17	FY 18	Total			
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>		\$268	\$259	\$239	\$239	\$1,005			
Project Cost		\$268	\$259	\$239	\$239	\$1,005			
<i>Federal Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>Local Cost</i>		\$0	\$0	\$0	\$0	\$0			

Comments: Total Cost - \$1,005,000.00

STP – M240 – Road Maintenance – Any Area – Lump Sum**PROJECT DESCRIPTION:** Lump sum amount for M240

Project #:	Project Length (MI):		County: Muscogee
P.I. #:	Existing Lanes:		DOT District: 3
TIP #: RML240	Proposed Lanes:		CONG DIST: 2, 3
Funding Code: M240	2008 ADT	2035 ADT	RDC: River Valley RC
Funding: STP	State/US #:		Local RD#

Project Phase	\$ Source	FY 15	FY 16	FY 17	FY 18	Total			
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>		\$1,466	\$1,288	\$1,120	\$1,236	\$5,110			
Project Cost		\$1,466	\$1,288	\$1,120	\$1,236	\$5,110			
<i>Federal Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>Local Cost</i>		\$0	\$0	\$0	\$0	\$0			

Comments: Total Cost - \$5,110,000.00

STP – M240 – Bridge Paint – Lump Sum**PROJECT DESCRIPTION:** Lump sum amounts for M240.

Project #:	Project Length (MI):		County: Muscogee
P.I. #:	Existing Lanes:		DOT District: 3
TIP #: 94-BR-1001	Proposed Lanes:		CONG DIST: 2, 3
Funding Code: M240	2008 ADT	2035 ADT	RDC: River Valley RC
Funding: STP	State/US #:		Local RD#

Project Phase	\$ Source	FY 15	FY 16	FY 17	FY 18	Total			
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>		\$139	\$119	\$139	\$139	\$536			
Project Cost		\$139	\$119	\$139	\$139	\$536			
<i>Federal Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>Local Cost</i>		\$0	\$0	\$0	\$0	\$0			

Comments: Total Cost - \$536,000.00

STP – M240 – Traf Control Devices – Lump Sum

PROJECT DESCRIPTION: Lump sum amounts for M240.

Project #:	Project Length (MI):		County: Muscogee
P.I. #:	Existing Lanes:		DOT District: 3
TIP #: SIGNALS	Proposed Lanes:		CONG DIST: 2, 3
Funding Code: M240	2008 ADT	2035 ADT	RDC: River Valley RC
Funding: STP	State/US #:		Local RD#

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 15</i>	<i>FY 16</i>	<i>FY 17</i>	<i>FY 18</i>	<i>Total</i>			
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>		\$299	\$299	\$259	\$259	\$1,116			
<i>Project Cost</i>		\$299	\$299	\$259	\$259	\$1,116			
<i>Federal Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>Local Cost</i>		\$0	\$0	\$0	\$0	\$0			

Comments: Total cost. - \$1,116,000.00



STP – M240 – TRAF&REV/D-B/Studies – Lump Sum

PROJECT DESCRIPTION: Lump sum amounts for M240.

Project #:	Project Length (MI):		County: Muscogee
P.I. #:	Existing Lanes:		DOT District: 3
TIP #: PLANMGM	Proposed Lanes:		CONG DIST: 2, 3
Funding Code: M240	2008 ADT	2035 ADT	RDC: River Valley RC
Funding: STP	State/US #:		Local RD#

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 15</i>	<i>FY 16</i>	<i>FY 17</i>	<i>FY 18</i>	<i>Total</i>			
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>		\$10	\$15	\$10	\$0	\$35			
<i>Project Cost</i>		\$10	\$15	\$10	\$0	\$35			
<i>Federal Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>Local Cost</i>		\$0	\$0	\$0	\$0	\$0			

Comments: Total Cost - \$35,000.00

STP – M240 – Force Acct. Maint. – Lump Sum**PROJECT DESCRIPTION:** Lump sum amounts for M240.

Project #:	Project Length (MI):		County: Muscogee
P.I. #:	Existing Lanes:		DOT District: 3
TIP #: FAM	Proposed Lanes:		CONG DIST: 2, 3
Funding Code: M240	2008 ADT	2035 ADT	RDC: River Valley RC
Funding: STP	State/US #:		Local RD#

Project Phase	\$ Source	FY 15	FY 16	FY 17	FY 18	Total			
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>		\$0	\$358	\$299	\$299	\$956			
Project Cost		\$0	\$358	\$299	\$299	\$956			
<i>Federal Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>Local Cost</i>		\$0	\$0	\$0	\$0	\$0			

Comments: Total Cost - \$956,000.00

STP – M240 – RW Protective Buy – Lump Sum**PROJECT DESCRIPTION:** Lump sum amounts for M240.

Project #:	Project Length (MI):		County: Muscogee
P.I. #:	Existing Lanes:		DOT District: 3
TIP #: PBUY	Proposed Lanes:		CONG DIST: 2, 3
Funding Code: M240	2008 ADT	2035 ADT	RDC: River Valley RC
Funding: STP	State/US #:		Local RD#

Project Phase	\$ Source	FY 15	FY 16	FY 17	FY 18	Total			
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>		\$20	\$10	\$20	\$20	\$70			
Project Cost		\$20	\$10	\$20	\$20	\$70			
<i>Federal Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>Local Cost</i>		\$0	\$0	\$0	\$0	\$0			

Comments: Total Cost - \$70,000.00

HSIP – MS40 – RRX Hazard Elim. – Lump Sum**PROJECT DESCRIPTION:** Lump sum amounts for MS40.

Project #:	Project Length (MI):		County: Muscogee
P.I. #:	Existing Lanes:		DOT District: 3
TIP #: 94-SR-2006	Proposed Lanes:		CONG DIST: 2, 3
Funding Code: MS40	2008 ADT	2035 ADT	RDC: River Valley RC
Funding: HSIP	State/US #:		Local RD#

Project Phase	\$ Source	FY 15	FY 16	FY 17	FY 18	Total			
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>		\$88	\$88	\$88	\$88	\$352			
Project Cost		\$88	\$88	\$88	\$88	\$352			
<i>Federal Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>Local Cost</i>		\$0	\$0	\$0	\$0	\$0			

Comments: Total Cost - \$352,000.00

HSIP – MS50 – RRR Protection Dev. – Lump Sum**PROJECT DESCRIPTION:** Lump sum amounts for MS50.

Project #:	Project Length (MI):		County: Muscogee
P.I. #:	Existing Lanes:		DOT District: 3
TIP #: 94-SR-2005	Proposed Lanes:		CONG DIST: 2, 3
Funding Code: MS50	2008 ADT	2035 ADT	RDC: River Valley RC
Funding: HSIP	State/US #:		Local RD#

Project Phase	\$ Source	FY 15	FY 16	FY 17	FY 18	Total			
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>		\$76	\$76	\$76	\$76	\$304			
Project Cost		\$76	\$76	\$76	\$76	\$304			
<i>Federal Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>Local Cost</i>		\$0	\$0	\$0	\$0	\$0			

Comments: Total Cost - \$304,000.00

NHPP – M002 – CST MGT – Lump Sum**PROJECT DESCRIPTION:** Lump sum amounts for M002.

Project #:	Project Length (MI):		County: Muscogee
P.I. #:	Existing Lanes:		DOT District: 3
TIP #: CST 2011	Proposed Lanes:		CONG DIST: 2, 3
Funding Code: M002	2008 ADT	2035 ADT	RDC: River Valley RC
Funding: NHPP	State/US #:		Local RD#

Project Phase	\$ Source	FY 15	FY 16	FY 17	FY 18	Total			
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>		\$573	\$579	\$590	\$597	\$2,339			
Project Cost		\$573	\$579	\$590	\$597	\$2,339			
<i>Federal Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>Local Cost</i>		\$0	\$0	\$0	\$0	\$0			

Comments: Total Cost - \$2,339,000.00

SRTS – LU10 –Safe Rt. To Sch. Non-Infr. – Lump Sum**PROJECT DESCRIPTION:** Lump sum amounts for LU10.

Project #:	Project Length (MI):		County: Muscogee
P.I. #:	Existing Lanes:		DOT District: 3
TIP #: SRSP	Proposed Lanes:		CONG DIST: 2, 3
Funding Code: LU10	2008 ADT	2035 ADT	RDC: River Valley RC
Funding: SRTS	State/US #:		Local RD#

Project Phase	\$ Source	FY 15	FY 16	FY 17	FY 18	Total			
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>		\$16	\$16	\$0	\$0	\$32			
Project Cost		\$16	\$16	\$0	\$0	\$32			
<i>Federal Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>Local Cost</i>		\$0	\$0	\$0	\$0	\$0			

Comments: Total Cost - \$32,000.00

SRTS – LU20 – Safe Rt. To Sch. Infrastructure - Lump Sum**PROJECT DESCRIPTION:** Lump sum amounts for LU20.

Project #:	Project Length (MI):		County: Muscogee
P.I. #:	Existing Lanes:		DOT District: 3
TIP #: SRTS INF	Proposed Lanes:		CONG DIST: 2, 3
Funding Code: LU20	2008 ADT	2035 ADT	RDC: River Valley RC
Funding: SRTS	State/US #:		Local RD#

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 15</i>	<i>FY 16</i>	<i>FY 17</i>	<i>FY 18</i>	<i>Total</i>			
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>		\$27	\$0	\$0	\$0	\$27			
<i>Project Cost</i>		\$27	\$0	\$0	\$0	\$27			
<i>Federal Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>Local Cost</i>		\$0	\$0	\$0	\$0	\$0			

Comments: Total Cost - \$27,000.00

SRTS – LU30 –Safe Rt. To Sch. Any Proj.– Lump Sum

PROJECT DESCRIPTION: Lump sum amounts for LU30.

Project #:	Project Length (MI):		County: Muscogee
P.I. #:	Existing Lanes:		DOT District: 3
TIP #: SRSA	Proposed Lanes:		CONG DIST: 2, 3
Funding Code: LU30	2008 ADT	2035 ADT	RDC: River Valley RC
Funding: SRTS	State/US #:		Local RD#

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 15</i>	<i>FY 16</i>	<i>FY 17</i>	<i>FY 18</i>	<i>Total</i>			
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>		\$11	\$0	\$0	\$0	\$11			
<i>Project Cost</i>		\$11	\$0	\$0	\$0	\$11			
<i>Federal Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>Local Cost</i>		\$0	\$0	\$0	\$0	\$0			

Comments: Total Cost - \$11,000.00



HSIP – LS20 –HWY Risk Rural Roads – Lump Sum**PROJECT DESCRIPTION:** Lump sum amounts for LS20.

Project #:	Project Length (MI):		County: Muscogee
P.I. #:	Existing Lanes:		DOT District: 3
TIP #: HWY-2011	Proposed Lanes:		CONG DIST: 2, 3
Funding Code: LS20	2008 ADT	2035 ADT	RDC: River Valley RC
Funding: HSIP	State/US #:		Local RD#

Project Phase	\$ Source	FY 15	FY 16	FY 17	FY 18	Total			
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>		\$0	\$64	\$0	\$0	\$64			
Project Cost		\$0	\$64	\$0	\$0	\$64			
<i>Federal Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>Local Cost</i>		\$0	\$0	\$0	\$0	\$0			

Comments: Total Cost - \$64,000.00

HSIP – MS30 – Safety – Lump Sum**PROJECT DESCRIPTION:** Lump sum amounts for MS30.

Project #:	Project Length (MI):		County: Muscogee
P.I. #:	Existing Lanes:		DOT District: 3
TIP #: SAFETY	Proposed Lanes:		CONG DIST: 2, 3
Funding Code: MS30	2008 ADT	2035 ADT	RDC: River Valley RC
Funding: HSIP	State/US #:		Local RD#

Project Phase	\$ Source	FY 15	FY 16	FY 17	FY 18	Total			
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>		\$1,393	\$1,490	\$1,493	\$1,592	\$5,968			
Project Cost		\$1,393	\$1,490	\$1,493	\$1,592	\$5,968			
<i>Federal Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>Local Cost</i>		\$0	\$0	\$0	\$0	\$0			

Comments: Total Cost - \$5,968,000.00

STP – L220 – Enhancement – Lump Sum**PROJECT DESCRIPTION:** Lump sum amounts for L220.

Project #:	Project Length (MI):		County: Muscogee
P.I. #:	Existing Lanes:		DOT District: 3
TIP #: ENHANCE	Proposed Lanes:		CONG DIST: 2, 3
Funding Code: L220	2008 ADT	2035 ADT	RDC: River Valley RC
Funding: STP	State/US #:		Local RD#

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 15</i>	<i>FY 16</i>	<i>FY 17</i>	<i>FY 18</i>	<i>Total</i>			
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>		\$378	\$378	\$378	\$378	\$1,512			
<i>Project Cost</i>		\$378	\$378	\$378	\$378	\$1,512			
<i>Federal Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>Local Cost</i>		\$0	\$0	\$0	\$0	\$0			

Comments: Total Cost - \$1,512,000.00

TAP – M940 – Recreation Trails – Lump Sum**PROJECT DESCRIPTION:** Lump sum amounts for M940.

Project #:	Project Length (MI):		County: Muscogee
P.I. #:	Existing Lanes:		DOT District: 3
TIP #: DNRREC	Proposed Lanes:		CONG DIST:
Funding Code: M940	2008 ADT	2035 ADT	RDC:
Funding: TAP	State/US #:		Local RD#

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 15</i>	<i>FY 16</i>	<i>FY 17</i>	<i>FY 18</i>	<i>Total</i>			
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>		\$25	\$25	\$25	\$25	\$100			
<i>Project Cost</i>		\$25	\$25	\$25	\$25	\$100			
<i>Federal Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>Local Cost</i>		\$0	\$0	\$0	\$0	\$0			

Comments: Total Cost - \$100,000.00

STP – M240 – Wetland Mitigation – Lump Sum**PROJECT DESCRIPTION:** Lump sum amounts for M240.

Project #:	Project Length (MI):		County: Muscogee
P.I. #:	Existing Lanes:		DOT District: 3
TIP #: WETMIT	Proposed Lanes:		CONG DIST:
Funding Code: M240	2008 ADT	2035 ADT	RDC:
Funding: STP	State/US #:		Local RD#

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 15</i>	<i>FY 16</i>	<i>FY 17</i>	<i>FY 18</i>	<i>Total</i>			
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0			
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0			
<i>Construction</i>		\$24	\$24	\$24	\$0	\$72			
<i>Project Cost</i>		\$24	\$24	\$24	\$0	\$72			
<i>Federal Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0			
<i>Local Cost</i>		\$0	\$0	\$0	\$0	\$0			

Comments: Total Cost - \$72,000.00

COLUMBUS – TIER II (ILLUSTRATIVE PROJECTS)

FISCAL YEAR 2019– 2020



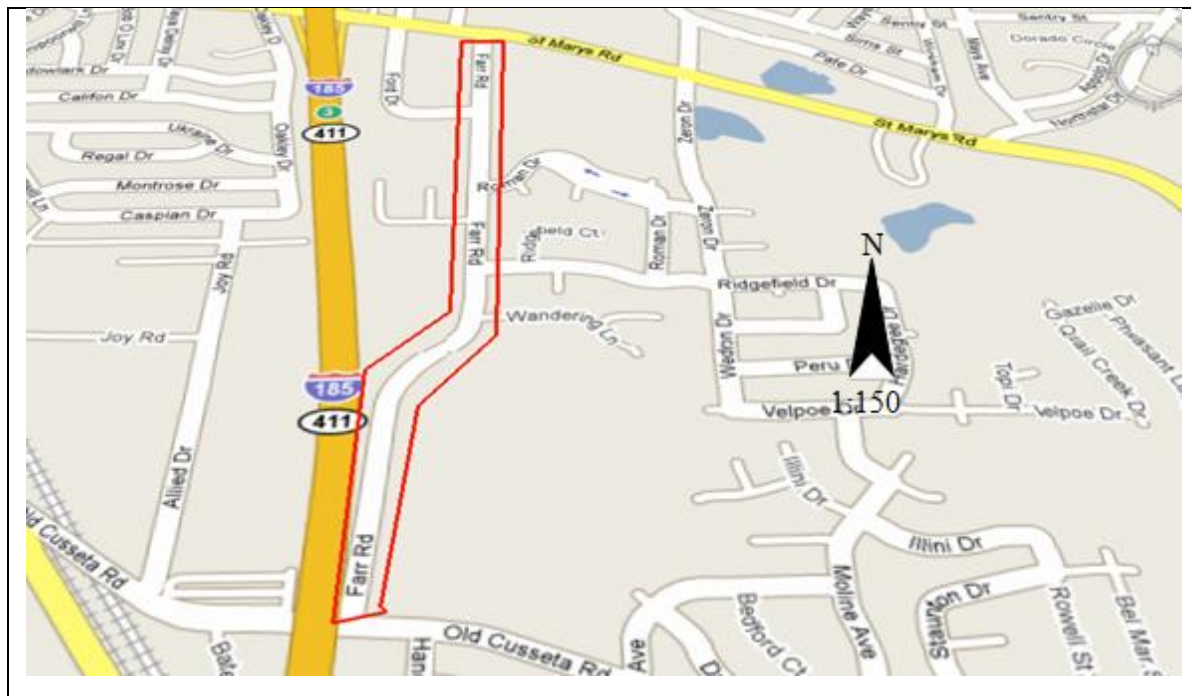
PI # 350860 – Farr Road – from Old Cusseta Road to St. Mary's Road

PROJECT DESCRIPTION: Widen and reconstruct 1.25 miles of existing two (2) lane road to four (4) lanes with turn lanes as needed.

Project #: STP00-8036-00(001_	Project Length (MI):		County: Muscogee
P.I. #: 350860	Existing Lanes: 2		DOT District: 3
TIP #: 94-SR-2009	Proposed Lanes: 4		CONG DIST: 2
Funding Code: Local & M230S	2008 ADT	2035 ADT	RDC:
Funding: STP	State/US #:		Local RD#

Project Phase	\$ Source	FY 15	FY 16	FY 17	FY 18	Total	FY 19	FY 20	Total
<i>Preliminary Eng.</i>	Fed/State	Auth	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Construction</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Project Cost		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Federal Cost</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Local Cost</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Comments: Project to include landscaping and sidewalks. LGPA signed 11/90. ROW and Construction are in LR.



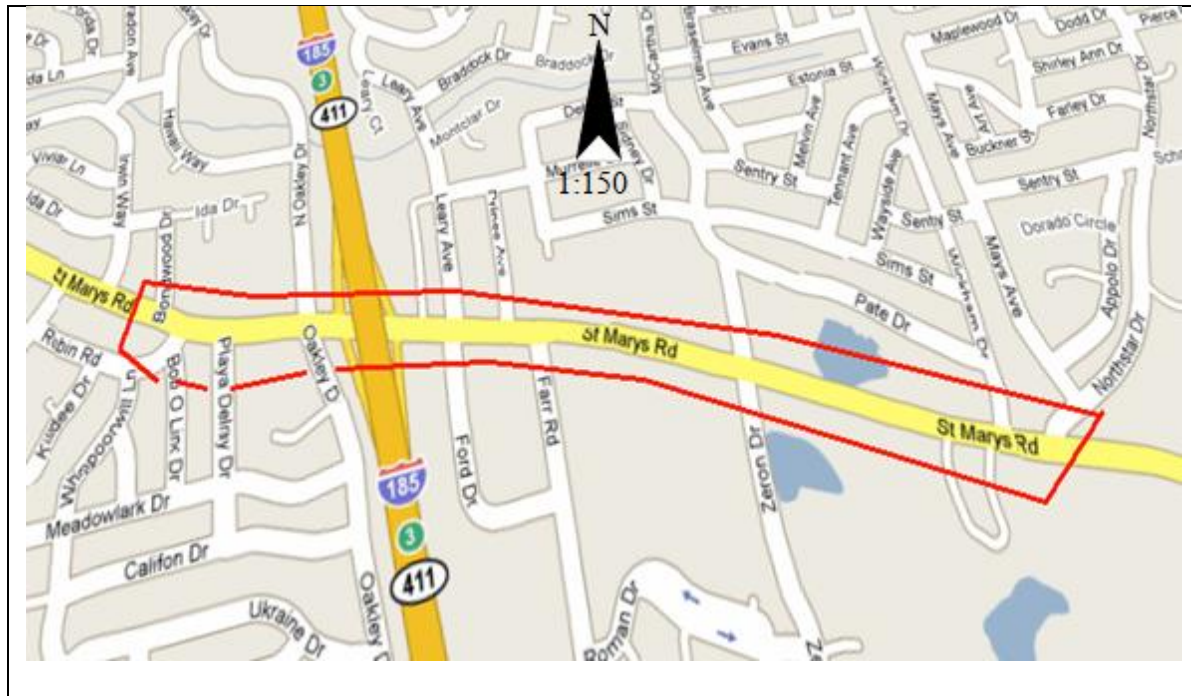
PI # 332780 – St. Mary's Road from Robin Road to Northstar Drive

PROJECT DESCRIPTION: Widen existing three (3) -lane segment to four (4) lanes with turn lanes as needed. Interchange may need to be reconstructed.

Project #: STP00-0215-01(002)	Project Length (MI): 1.25		County: Muscogee
P.I. #: 332780	Existing Lanes: 2		DOT District: 3
TIP #: ST-2006-LR	Proposed Lanes: 4		CONG DIST: 2
Funding Code: M240L	2008 ADT	2035 ADT	RDC:
Funding: STP	State/US #:		Local RD#

Project Phase	\$ Source	FY 15	FY 16	FY 17	FY 18	Total	FY 19	FY 20	Total
<i>Preliminary Eng.</i>	Fed/State	Auth	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Construction</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Project Cost		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Federal Cost</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Local Cost</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Comments: Project to include landscaping and sidewalks. Right of Way and Construction are in Long Range.



PI # 0005749 – Whittlesey Road – from Whitesville Road to Bradley Park Drive

PROJECT DESCRIPTION: Widen and reconstruct existing three (3) lane road to four (4) lanes with turn lanes as needed.

Project #: STP00-0005-00(749)	Project Length (MI): 0.27		County: Muscogee
P.I. #: 0005749	Existing Lanes: 2		DOT District: 3
TIP #: 86-SR-2007	Proposed Lanes: 4		CONG DIST: 3
Funding Code: M230S	2008 ADT	2035 ADT	RDC:
Funding: STP	State/US #:		Local RD#

Project Phase	\$ Source	FY 15	FY 16	FY 17	FY 18	Total	FY 19	FY 20	Total
<i>Preliminary Eng.</i>	Fed/State	Auth	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Construction</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Project Cost		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Federal Cost</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Local Cost</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Comments: Refer to PI #351010. Right of Way and Construction are in Long Range.



PHENIX CITY, LEE COUNTY AND RUSSELL COUNTY

PROJECTS AND FINANCIAL PLAN

FISCAL YEAR 2015 - 2018

ALABAMA TIP INDEX

Self Certification	3-b
Authorized Projects	3-c
Financial Plan for Street and Highway Projects	3-d
'Alabama DOT <i>Funding Codes</i> '	3-i

STREET AND HIGHWAY TIP PROJECT

100061135 – Bridge Replacement over Soap Creek on CR 249	3-1
100061977 – Bridge over Little Uchee Creek on CR-206	3-2
100041410 / 10057890 - Bridge Replacement over Little Uchee Creek on US 80	3-3
100059567 – Widen and Resurface CR-158 from CR-183 to Junction CR-379	3-4
100059572 – Replace Bridge (CR-137 (Old Seale Highway) over Little Uchee Cr	3-5
100059581 – Resurface CR-418 (Crawford Road / 13 th Street)	3-6
100059579 – Resurface CR-59 (Auburn Road) from Lee County Limits to PC	3-7
100059578 – Resurface CR-53 (Crosswinds) frm UR 431 to Sandford Road	3-8
100060116 - 5 th Street South Resurfacing and Improvements	3-9
100058445 - Bridge replacement over Holland Creek on 10 th Place	3-10
100058446 - Bridge replacement over Holland Creek on 13 th Avenue	3-11
100059582 - Replace Bridge on CR-427 (Opelika Road)	3-12
100056667 - CR-24 (Bradley Drive) new extension from SR-165 to CR-196	3-13
100061131 - Widen and resurface CR-230 from CR-240 to CR-246	3-14
100061133 - Widen and Resurface CR-430 from SR-1 to Lee/Russell Line	3-15
100062478 - Railroad crossing improvements at 11 th Avenue	3-16
100062444 - Railroad crossing improvements at 10 th Avenue	3-17
100062981 - Widen and Resurface CR-248 from CR-243 to US 280	3-18
100062982 - Widen and Resurface CR-197 from CR-208 to CR-240	3-19
100062983 - Widen and Resurface CR-246 from CR-179 to CR-295	3-20
100063079 - US 431 South Traffic Study from Sr-165 to US 280	3-21
100063082 - Brickyard Road Resurfacing – Dillingham to State Docks Rd	3-22
100063086 - Brickyard Road Resurfacing – State Docks Road to City Limits	3-23
100063088 - South Railroad Street Resurfacing – beginnning to Stadium Dr	3-24
100063090 - South Railroad Street Resurfacing – Stadium to Summerville	3-25
100063084 - Downing Drive Resurfacing – US 431 to ILJIN Plant	3-26
100063091 - Wright Road – City Limits (PC) to City Limits (PC)	3-27
100063092 - Bradley Road – Nuckols Road to AL Highway 165	3-28
100063093 - Lato Road – Uchee Hill Highway to Tarver Road	3-29
100063094 - Tarver Road – Lato Road to Nuckols Road	3-30
100064205 - Railroad Crossing Improvements CR 29/Bradley Road	3-31
100064207 - Railroad Crossing Improvements @ 11 th Avenue	3-32
100064208 - Railroad Crossing Improvements @ 10 th Avenue	3-33
100063005 - Railroad Crossing Improvements @ Bradley Road	3-34
100062983 - Widen & Resurface CR-246 from CR-179 to CR-295	3-35
100064755 - Resurface SR-169 from SR-1 to SR-8	3-36
Transit Projects	3-37
Telus	3-38

METROPOLITAN TRANSPORTATION PLANNING SELF-CERTIFICATION

The Alabama Department of Transportation and the Metropolitan Planning Organization (MPO) or Transportation Planning Organization (TPO) identified herein certify that the Metropolitan Transportation Planning Process is being carried out in accordance with all applicable requirements, including:

- (1) Moving Ahead for Progress in the 21st Century (MAP-21) [also P.L. 112-141], Sections 1201 and 1202, amends Metropolitan and Statewide Planning Provisions established in USC 134, 134 and 135, 49 USC 5303, and 23 CFR 450, subpart C; (FHWA)
- (2) Clean Air Act, 42 USC 7401 et seq. 1970 as amended for nonattainment and maintenance areas; also Sections 174 and 176 (c) and (d), and 42 USC 7504, 7506 (c) and (d), and 40 CFR part 93; (EPA)
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21; (DOJ)
- (4) 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity; (DOJ)
- (5) 49 CFR 26, regarding the involvement of Disadvantaged Business Enterprise (DBE) participation in USDOT-funded projects; (FHWA, FTA, FAA)
- (6) 23 CFR 230, regarding the implementation of an equal employment opportunity program (EEO) program on Federal and Federal-aid highway construction contracts; (FHWA)
- (7) All provisions of the Americans with Disability Act (ADA) of 1990 (42 USC 12101 et seq.) and 49 CFR parts 27, 37, and 38; (DOJ) [see item 10]
- (8) The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance; (DHHS)
- (9) 23 USC 324 prohibiting discrimination based on gender; (DOJ), EEOC) and
- (10) Rehabilitation Act of 1973 29 USC 794 (Section 504), 29 USC 701, and 49 CFR part 27 regarding discrimination against individuals with disabilities. (DOE), (DOL)

Columbus-Phenix City Metropolitan Planning
Organization (MPO)


Signature

Rick K Jones
Printed Name

Planning Director

Title

August 15, 2014

Date

Alabama Department of Transportation


Signature

John R. Cooper

Printed Name, John R. Cooper

Transportation Director

Title

August 21, 2014

Date

ALABAMA AUTHORIZED PROJECTS – Previous Year Only				
PI #	Phase	Auth Date	Project	Cost
100060726	FM	2014	Resurface SR 8 (US 80) from SR 1 (US 431) MP 215.331 to Georgia State Line MP 217.887	\$2,151,831
100059896	PE	2014	Replace Bridge on CR 427 (Opelika Road) BIN #1730 & CR-296 (Cutrate Road)	\$225,000
100060115	PE	2014	5 th Street South Resurfacing and improvements from South Seale Road to ML King Jr Parkway	\$120,000
100061707	TR	2014	Section 5307 Transit – Preventive Maintenance Assistance FY 2014	\$15,171
100057103	TR	2014	Section 5307 Transit – Preventive Maintenance FY 2014	\$161,500
100059567	CN	2014	Widen and Resurface CR-158 from CR-183 to Junction of CR-379	\$2,745,095
100056627	CN	2014	Widen and Resurface CR-208 from Russell County Line to CR-240	\$1,036.312
100060850	PE	2014	Traffic Study on SR1 (US 431) from Phenix Drive to Intersection of SR 28 and MLK, Jr. Parkway	\$125,000
100057910	CST	2014	Resurfacing and Traffic Striping Airport Road from CR-61 (Summerville Road) to River Chase Drive	\$217,944
100062281	PE	2014	Bridge Replacement on CR-137 over Little Uchee Relief (BIN 1018) and Weolustee Creek (BIN 1898)	\$30,400

AUTHORIZED COSTS MAY CHANGE AS PROJECT IS CLOSED OUT.

ALABAMA PORTION - IN (000'S)

PI #	PROJECT NAME	TIER I											
		FY15			FY16			FY17			FY18		
		PE	RW	CST	PE	RW	CST	PE	RW	CST	PE	RW	CST
100061135	Bridge Repl. Over Soap Crk	\$0	\$0	\$0	\$0	\$0	\$512	\$0	\$0	\$0	\$0	\$0	\$0
100061977	Bridge Over Little Uchee Creek on CR 240	\$0	\$0	\$0	\$0	\$0	\$477	\$0	\$0	\$0	\$0	\$0	\$0
100041410 & 57890	SR 8 Bridge Repl over Little Uchee Creek	\$0	\$0	\$0	\$0	\$0	\$4,482	\$0	\$0	\$0	\$0	\$0	\$0
100059567	Widen & Resurface CR 158	\$0	\$0	\$2,745	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
100059572	Replace Bridge over CR-137	\$0	\$0	\$590	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
100059581	Resurface CR-418	\$0	\$0	\$2,719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
100059579	Resurface CR-59	\$0	\$0	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
100062981	Resurface CR-248	\$0	\$0	\$0	\$0	\$0	\$262	\$0	\$0	\$0	\$0	\$0	\$0
100062982	Resurface CR-197	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$900
100062983	Resurface CR-246	\$0	\$0	\$672	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL COSTS		\$0	\$0	\$7,126	\$0	\$0	\$5,733	\$0	\$0	\$0	\$0	\$0	\$900
TOTAL COSTS				\$7,126			\$5,733			\$0			\$900

3-d

“All projected cost of Alabama projects are in Year of Expenditure (YOE) dollars”

ALABAMA PORTION - IN (000'S)

PI #	PROJECT NAME	TIER I												
		FY15				FY16			FY17			FY18		
		PE	RW	UTL	CST	PE	RW	CST	PE	RW	CST	PE	RW	CST
100059578	CR 53 from US 431 to Sandford Rd	\$0	\$0	\$0	\$1,190	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
100060116	5 th Street Resurfacing	\$160	\$0	\$0	\$1,175	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
100058445	Bridge Repl – Holland Creek on 10 th Place	\$0	\$0	\$0	\$581	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
100058446	Bridge Repl- Holland Creek on 12 th Place	\$0	\$0	\$	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
100059582	Repl. Bridge on CR-427	\$0	\$150	\$150	\$1,435	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
100061131	Resurface CR 230	\$0	\$0	\$0	\$453	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
100061133	Resurface CR 430	\$0	\$0	\$0	\$2,395	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
100062478	Railroad Crossing Improvements at 11 th Avenue	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
100062444	Railroad Crossing Improvements at 10 th Avenue	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL COSTS		\$160	\$150	\$150	\$8,129	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL COSTS					\$8,589			\$0			\$0			\$0

ALABAMA PORTION - IN (000'S)

PI #	PROJECT NAME	TIER I											
		FY15			FY16			FY17			FY18		
		PE	RW	CST	PE	RW	CST	PE	RW	CST	PE	RW	CST
100063079	US 431 South Traffic Study	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
100063082	Brickyard Road – Phase I	\$0	\$0	\$0	\$97	\$0	\$0	\$0	\$0	\$1298	\$0	\$0	\$0
100063086	Brickyard Road – Phase II	\$0	\$0	\$0	\$34	\$0	\$0	\$0	\$0	\$458	\$0	\$0	\$0
100063088	South Railroad Street – PH I	\$0	\$0	\$0	\$74	\$0	\$0	\$0	\$0	\$989	\$0	\$0	\$0
100063090	South Railroad Street – PH II	\$0	\$0	\$0	\$59	\$0	\$0	\$0	\$0	\$791	\$0	\$0	\$0
100063084	Downing Dr – Resurfacing	\$0	\$0	\$0	\$75	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0
100063091	Resurface Wright Road	\$0	\$0	\$0	\$0	\$0	\$291	\$0	\$0	\$0	\$0	\$0	\$0
100063092	Resurface Bradley Road	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$514	\$0	\$0	\$0
100063093	Resurface Lato Road	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$504
100063094	Resurface Tarver Road	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$392
SUBTOTAL COSTS		\$100	\$0	\$0	\$339	\$0	\$291	\$0	\$0	\$5,050	\$0	\$0	\$896
TOTAL COSTS				\$100			\$630			\$5,050			\$896

ALABAMA PORTION - IN (000'S)

PI #	PROJECT NAME	TIER I											
		FY15			FY16			FY17			FY18		
		PE	RW	CST	PE	RW	CST	PE	RW	CST	PE	RW	CST
100064205	Railroad Crossing @ CR 29	\$0	\$0	\$240	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
100064207	Railroad Crossing @ 11 th Ave	\$0	\$0	\$240	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
100064208	Railroad Crossing @ 10 th Ave	\$0	\$0	\$240	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
100063005	Railroad Crossing @ Bradley Road	\$0	\$0	\$208	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
100062983	Widen & Resurface CR-246	\$0	\$0	\$698	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
100064755	Resurface SR-169	\$0	\$0	\$0	\$2,391	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL COSTS		\$0	\$0	\$1,626	\$2,391	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL COSTS				\$1,626			\$2,391			\$0			\$0

TIER II PROJECTS

(STP)

ANTICIPATED REVENUES

PI #	PROJECT NAME	TIER II					
		FY19			FY20		
		PE	RW	CST	PE	RW	CST
100056667	CR-24 (Bradley Drive) new Extension SR-165 to CR-196 Near GA State Line @ Ft. Benning	\$0	\$0	\$7,250	\$0	\$0	\$0
SUBTOTAL COSTS		\$0	\$0	\$7,250	\$0	\$0	\$0
TOTAL COSTS				\$7,250			\$0

ALABAMA DEPARTMENT OF TRANSPORTATION FUNDING CODES			
AAD	DEFENSE ACCESS	BELT	SFTY INCENT SEAT BELT APPORT
A-AD	DEFENSE ACCESS ROAD PROGRAM	BR	BR REPLACEMENT
ACAPD	ADV CONST APPA DEVEL	BRZ	BR REPLACEMENT 15% OFF SYS
ACBGBRZ	GARVEY BONDS ISSUE 1 BRIDGES	CA	AD CONTROL APPN
ACBR	ADVANCE CONST BRIDGE	CFP	HWY XING FED PROJECT
ACER	ADV CON EMERGENCY REL	CJF	JUNKYARD CONTROL
ACF	ADV CON PRIMARY PROG	CMAQ	CONGS MIT & AIR QUALITY
ACGBBR	ADVANCE CONST BRIDGE	DBAA	STEAM ANY AREA
ACGBSTP	GARVEY BONDS ISSUE 1 "STP"	DBBH	STEAM URBAN AREA BIRMINGHAM
ACHPP	AC HIGH PRIORITY CORR	DBE	MINORITY BUSINESS ENTERPRISE
ACIM	ADCON INTERSTATE MAINT	DBMB	STEAM URBAN AREA MOBILE
ACIR	ADCON IR 36MO PAYBK	DBMT	STEAM URBAN AREA MONTGOMERY
ACNH	ADCON NATIONAL HWY SYSTEM	DBOA	STEAM OTHER THAN 200K URBAN
ACSTP	ADVANCED CONST STP	DBPC	STEAM URBAN AREA PHENIX CITY
ACSTPAA	ADV CONS STPAA REG	DE	DEMO PROJECTS
ACSTPOA	AC STEAM OTHER THAN 200K URBAN	DEMO	MISC HIGHWAY PROJ
AEROF	FEDERAL AERONAUTICS	FDAF	FEDERAL DISASTER ASSIST
AEROS	STATE AERONAUTICS	DESTP	STP DEMOS
AFS	DEMO N BHAM BELTLINE	DP	ECONOMIC GROWTH CNTR
APD	APPALACHIAN DEV HWY SYS	DPI	INNOVATIVE PROJECTS
APL	APPALACHIAN HWY	DPR	RURAL ACCESS
APSP	AIRPORT PROJECT SPONSORSHIP PR	DPR-APD	ADCON RURAL ACCESS
ASAP	ACCELERATED SAFETY ACTIVITIES	DPS	HIGH PRIORITY NHS CORRIDORS
ASD01	ALABAMA STATE DOCKS	DRTD	DELTA REGION TRANSP DEVEL LZ50
BAC	DUI. 08 BLOOD ALCOHOL	EB	EQUITY BONUS

ER	EMERGENCY RELIEF	IDR	INTRST DISCRENRY 4R
F	RUAL PRIMARY	IM	INTERSTATE MAINTENANCE
F	CONSOLIDATED PRIMARY	IMD	INTERSTATE MAINT DISCRET
F	PRIMARY	ITS	INTELIGENT TRANS SYS FUNDS
FAUP	FEDERAL WORK ORDERS	IVH	CONGESTION MANAGEMENT
FBD	FERRY BOAT DISC FUNDS	JARC	JOB ACCESS REVER COMMUTE
FDR	FOREST DEVELOPMNT RD	LSF	LANDSCAPING-SCENIC
FF	PRIORITY PRIMARY	LTAP	LOCAL TECH ASSIST PROG
FH	FOREST HIGHWAY	LVOE	LEVEL OF EFFORT
FLEX	FLEXIBLE ACCT FUNDS	M	URBAN STST NOT ATRIB
FLH	PUB LANDS OLD FUNDS	MAAA	ANY AREA
FR	PRIMARY 4R PROGRAM	MAAA	STEAM ANY AREA
FTA3	FTA SECTION 5309	MABH	URBAN AREA BIRMINGHAM
FTA3C	CAPITAL NEW STARTS/FED EARMARK	MAMB	STEAM URBAN AREA MOBILE
FTA9	FTA SECTION 5307	MAMT	URBAN AREA MONTGOMERY
FTA9C	CAPITAL PROGRAMS FOR >50K	MAOA	OTHER THAN 200K URBAN
HCBPP	HISTORIC COVERED BR PRES PROG	MAPC	URBAN AREA PHENIX CITY
HDPC	HIGH PREFORMANCE CONCRETE	MBE	MBE SUPPORT SERVICES
HES	HAZARD ELIM PROGRAM	MCAA	MILITARY CONST APPR ACCT
HHS	HIGH HAZARD LOCATION	MG	MIN GUARANTEE REG OBLIG
HPP	HI PRIORITY PROJECT PROGRAM	NCPD	NAT CORRIDOR PLAN AND DEV
HRRR	HWY SAFETY IMP PROG RURAL LU	NFIG	NEW FREEDOM INIT RURAL
HSIP	HIGHWAY SAFETY IMP PROG	NH	NATIONAL HIGHWAY SYSTEM
HSR	MW HIGH SPEED RAIL COOR	NHBP	NAT HISTORIC BRDG PROG LE30
I	INTERSTATE REGULAR	NHI	NHI TRAINING PROGRAM
IBRCP	INNOVATIVE BR RES & CONST	NRD	RIDSHARE DEMO PROGRAM
ID	INTERSTATE DSCR FUND	OJT	ON THE JOB TRAINING PROGRAM

OS	OFF SYSTEM ROADS	SPS	LONG TERM PAVEMENT PERF
PFH	FOREST HIGHWAY	SR	SECONDARY 4R PROGRAM
PL	METROPOLITAN PLANNING	SRS	SAFER ROADS DEMO
PLH	PUBLIC LANDS HIGHWAY	SRTS	SAFE RTES TO SCHOOL PROG
PMS	PAVEMENT MARKING DEMO	STMAA	STP ANY AREA ARRA
RECA	REDIST CERTAIN AUTH	STMBH	URBAN AREA BHRM AREA
REST	FUND RESTOR APPN	STMFB	FERRY BOAT DISCRET ARRA
RESTBH	FUND RESORATION BHAM	STMFH	FOREST HIGHWAY ARRA
RESTF	FUNDING RESTORATION APPN	STMHV	URBAN AREA HUNTSVILLE ARRA
RESTMT	FUND RESTORATION MONTGOMERY	STMLL	URBAN AREA LILLIAN/PENS ARRA
RESTPC	STEA FUNDING RESTOR PHENIX	STMMB	URBAN AREA MOBILE AREA
RHCH	RAIL-HWY HAZARD ELIM	STMNU	NON-URBAN AREAS ARRA
RHPD	RAIL-HWY PROTECTION DEV	STMOA	OTHER THAN 200K ARRA
ROS	RDSIDE OBSTACLE ELIM	STMPC	URBAN AREA PHENIX CITY ARRA
RPT	FTA SECTION 5311	STMTE	TRANSPORTATION ENHANCEMENT ARRA
RRO	RR-HWY OFF SYS OTHER	STPAA	STP ANY AREA LUE
RRP	RR-HWY XING PROT DEV	STPBH	URBAN AREA BIRMINGHAM
RRS	RR-HWY XING OTHER	STPHS	HAZARD ELIMINATION
RS	RURAL SECONDARY	STPHV	URBAN AREA HUNTSVILLE
RTAP	RUR TRANS ASST PROG	STPLL	URBAN AREA LILLIAN/PENS
S	SECONDARY	STPMB	URBAN AREA MOBILE
SB	TEA-21 SCENIC BYWAYS	STPMT	URBAN AREA MONTGOMERY
SBPG	SAFETY BELT PROG GRANT	STPNU	NON-URBAN AREAS
SMFF	SURP MILITARY FIELD FUND	STPOA	STP < 200K
SOS	SAFER OFF SYSTEM RDS	STPPC	URAN AREA PHENIX CITY
SPGT	OHTS SEC. 402 GRANTS	STPRH	RAIL-HWY HAZARD ELIM
SPR	HIGHWAY PLAN & RESEARCH	STPRR	RAIL-HWY DEV

STPSA	ANY HAZARD		
STPTE	TRANSPORTATION ENHANCEMENT		
STRGB	SURF TRANS RSCH		
TAP	TRANSPORTATION ALTERNATIVES PROGRAM		
TE	WORK ZONE SAFETY TEST EVAL		
TBR	TIMBER BRIDGE DEMO		
TCD	TRAFFIC SIGNAL DEMO		
TCP	MOTOR FUEL TAX COMPLIANCE		
TCSP	TRANS COMM SYS PRES		
TI	TRANSPORTATION IMP PROJ		
TQF	TRANSITION QUARTER		
U	URBAN EXTENSION ABC		
UMPL	FTA SECTION 5303		
UMTA	FTA SECTION 5310		
UMTAC	CAPITAL ELDERLY/HANDICAPPED		
UWRG	UNITED WE RIDE GRANT 5314		

100061135 – Bridge replacement over Soap Creek on CR-249. Bin #10792**PROJECT DESCRIPTION:** Bridge Replacement.

Project #: ACRZ61135-ATRP(015)	Project Length (MI):		County/City: Lee
P.I. #: 100061135	Existing Lanes:		Sponsor: Lee County
TIP #:	Proposed Lanes:		CONG DIST:
Funding Code:	2014 ADT	2040 ADT	DOT DIST:
Funding: ATRIP	State/US #:		Local RD#

Project Phase	\$ Source	FY 15	FY 16	FY 17	FY 18	Total	FY 19	FY 20	Total
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Construction</i>	Fed/Local	\$0	\$512	\$0	\$0	\$512	\$0	\$0	\$0
Project Cost		\$0	\$512	\$0	\$0	\$512	\$0	\$0	\$0
<i>Federal Cost</i>		\$0	\$410	\$0	\$0	\$410	\$0	\$0	\$0
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Local Cost</i>		\$0	\$102	\$0	\$0	\$102	\$0	\$0	\$0

Comments: Construction - \$512,848.00**3-1****“All projected costs of Alabama projects are in Year of Expenditure (YOE) dollars”**

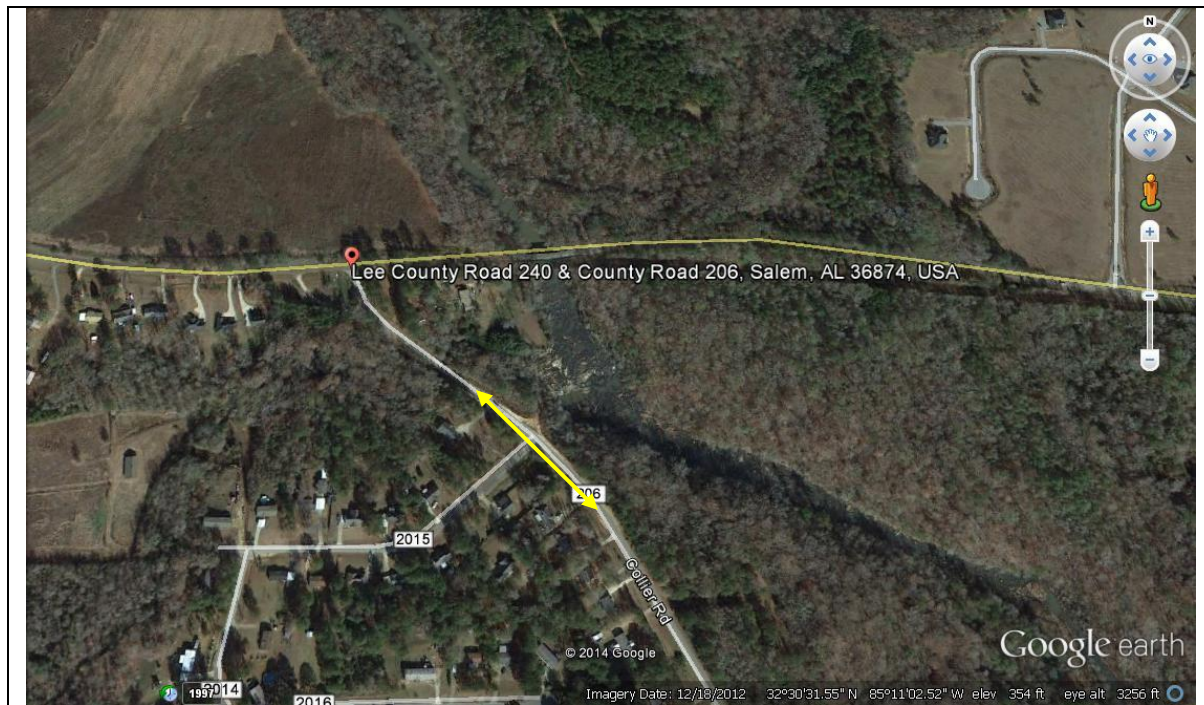
100061977 – Bridge over Little Uchee Creek on CR-240 (Bin #12863)

PROJECT DESCRIPTION: Bridge Replacement.

Project #: ACBRZ61146-ATRP(015)	Project Length (MI):		County/City: Lee
P.I. #: 100061977	Existing Lanes:		SPONSOR:
TIP #:	Proposed Lanes:		CONG DIST:
Funding Code:	2014 ADT	2040 ADT	DOT DIST:
Funding: ATRIP	State/US #:		Local RD#

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 15</i>	<i>FY 16</i>	<i>FY 17</i>	<i>FY 18</i>	<i>Total</i>	<i>FY 19</i>	<i>FY 20</i>	<i>Total</i>
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Construction</i>	Fed/Local	\$0	\$477	\$0	\$0	\$477	\$0	\$0	\$0
<i>Project Cost</i>		\$0	\$477	\$0	\$0	\$477	\$0	\$0	\$0
<i>Federal Cost</i>		\$0	\$382	\$0	\$0	\$382	\$0	\$0	\$0
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Local Cost</i>		\$0	\$95	\$0	\$0	\$95	\$0	\$0	\$0

Comments:

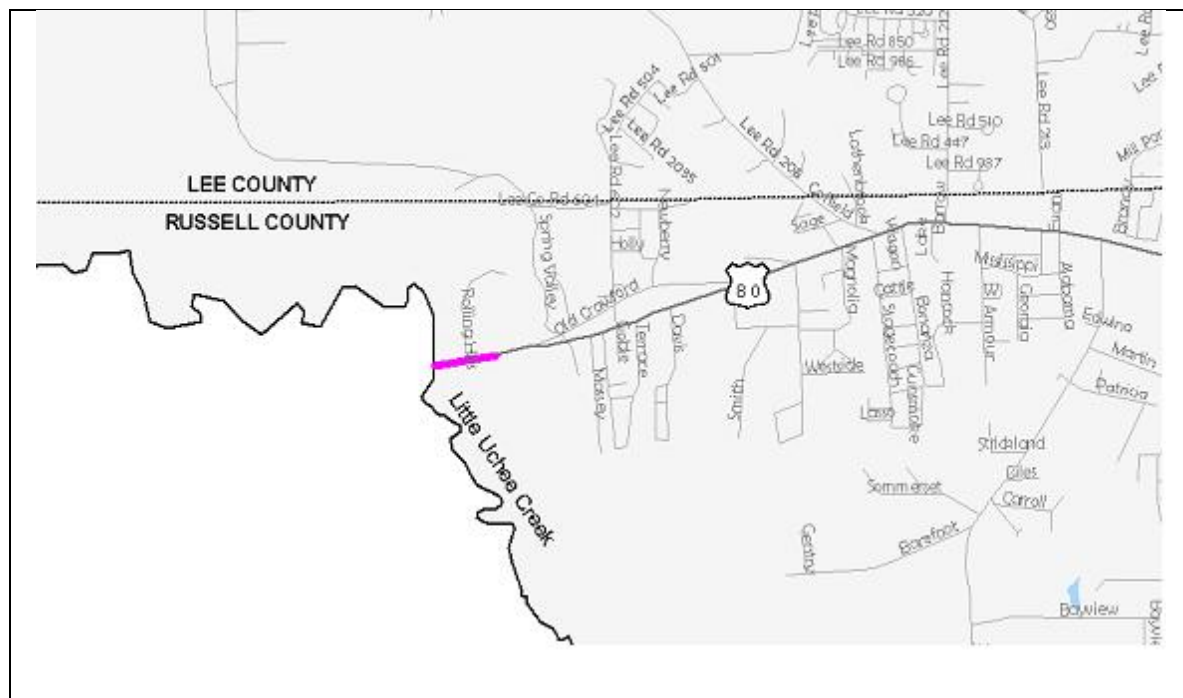


PROJECT DESCRIPTION: Replace bridge over Little Uchee Creek on US 80 (SR 8).

Project #: BR-0008	Project Length (MI):		County/City: Russell
P.I. #: 100041410 & 100057890	Existing Lanes:		SPONSOR:
TIP #:	Proposed Lanes:		CONG DIST:
Funding Code: Q100	2014 ADT	2040 ADT	DOT DIST:
Funding: ONBR	State/US #:		Local RD#

[illegible]

Comments: CN - \$4,482,009.00



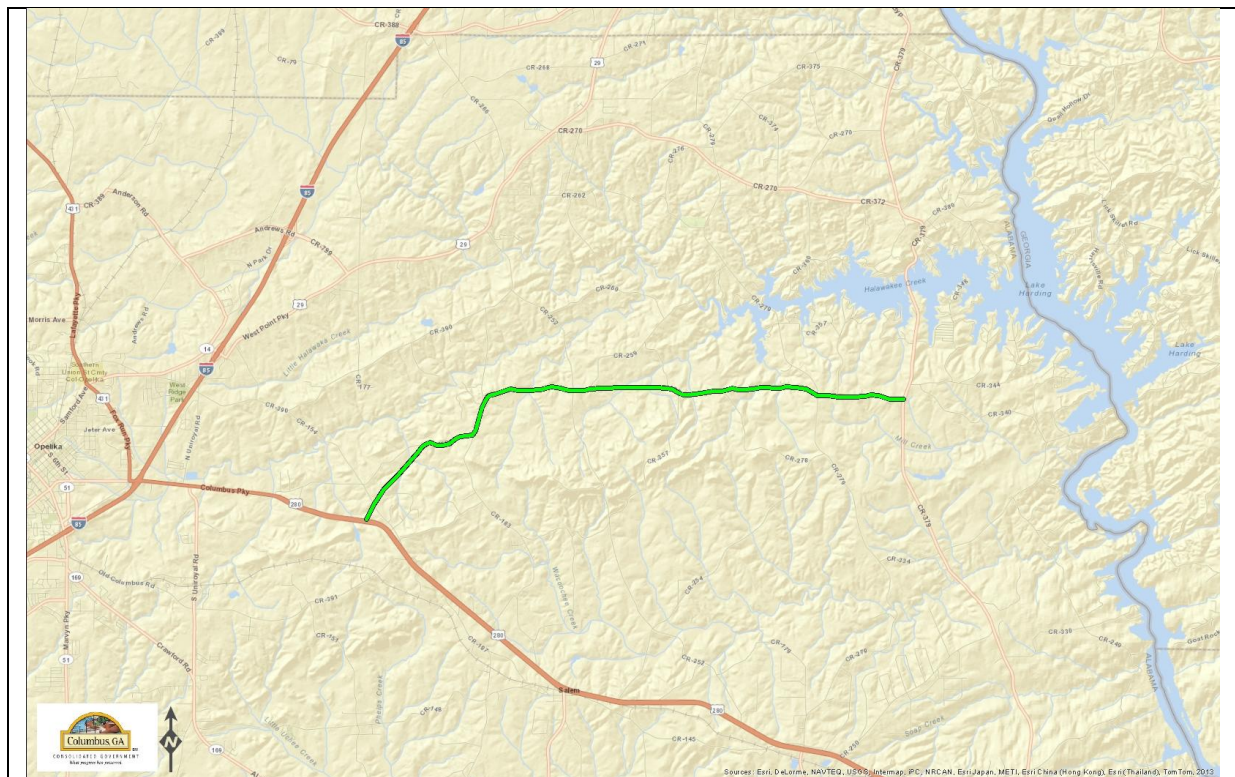
100059567– Widen & Resurface CR-158 from CR-183 to junction of CR-379

PROJECT DESCRIPTION: Widen & Resurface.

Project #: ACNU59567 ATRP ()	Project Length (MI):		County/City: Russell/PC
P.I. #: 100059567	Existing Lanes:		SPONSOR:
TIP #:	Proposed Lanes:		CONG DIST:
Funding Code:	2014 ADT	2040 ADT	DOT DIST:
Funding: ATRIP	State/US #:		Local RD#

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 15</i>	<i>FY 16</i>	<i>FY 17</i>	<i>FY 18</i>	<i>Total</i>	<i>FY 19</i>	<i>FY 20</i>	<i>Total</i>
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Construction</i>	Fed/Local	\$2,267	\$0	\$0	\$0	\$2,267	\$0	\$0	\$0
<i>Project Cost</i>		\$2,745	\$0	\$0	\$0	\$2,267	\$0	\$0	\$0
<i>Federal Cost</i>		\$1,814	\$0	\$0	\$0	\$1,814	\$0	\$0	\$0
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Local Cost</i>		\$453	\$0	\$0	\$0	\$453	\$0	\$0	\$0

Comments: ATRIP Funding



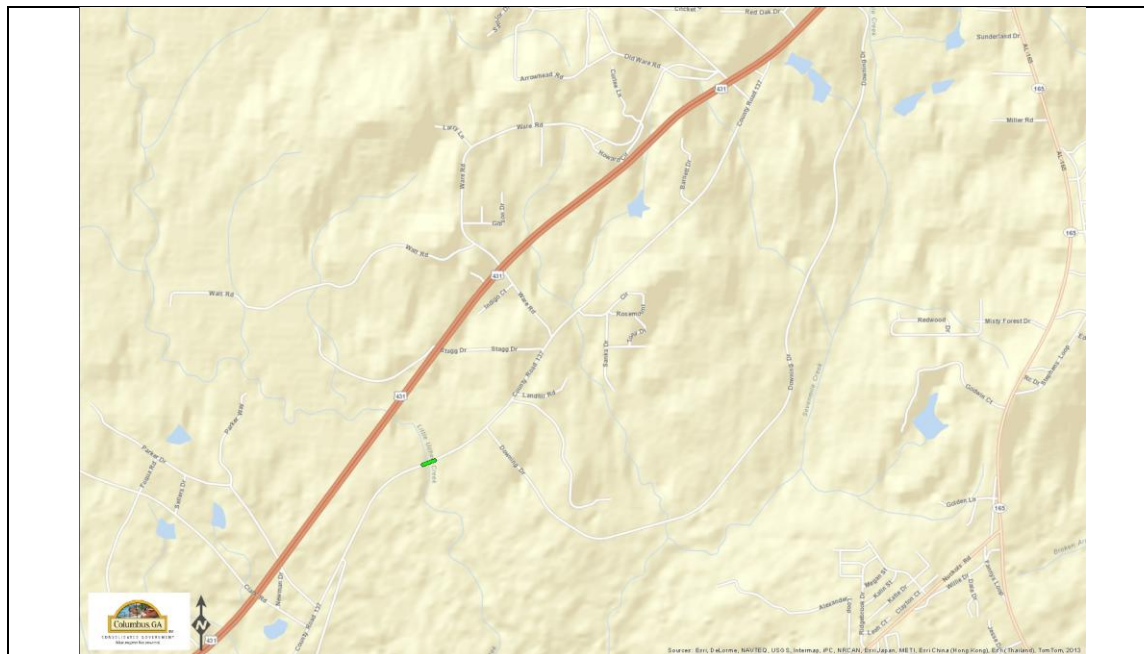
100059572— Replace Bridge CR-137 (Old Seale Highway) over Little Uchee Creek (Relief BIN #1018)

PROJECT DESCRIPTION: Bridge Replacement

Project #: ACNU59572 ATRP ()	Project Length (MI):		County/City: Russell County
P.I. #: 100059572	Existing Lanes:		SPONSOR:
TIP #:	Proposed Lanes:		CONG DIST:
Funding Code:	2014 ADT	2040 ADT	DOT DIST:
Funding: ATRIP	State/US #:		Local RD#

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 15</i>	<i>FY 16</i>	<i>FY 17</i>	<i>FY 18</i>	<i>Total</i>	<i>FY 19</i>	<i>FY 20</i>	<i>Total</i>
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Construction</i>	Fed/Other	\$590	\$0	\$0	\$0	\$590	\$0	\$0	\$0
<i>Project Cost</i>		\$590	\$0	\$0	\$0	\$590	\$0	\$0	\$0
<i>Federal Cost</i>		\$472	\$0	\$0	\$0	\$472	\$0	\$0	\$0
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Other Cost</i>		\$118	\$0	\$0	\$0	\$118	\$0	\$0	\$0

Comments: ATRIP Funding



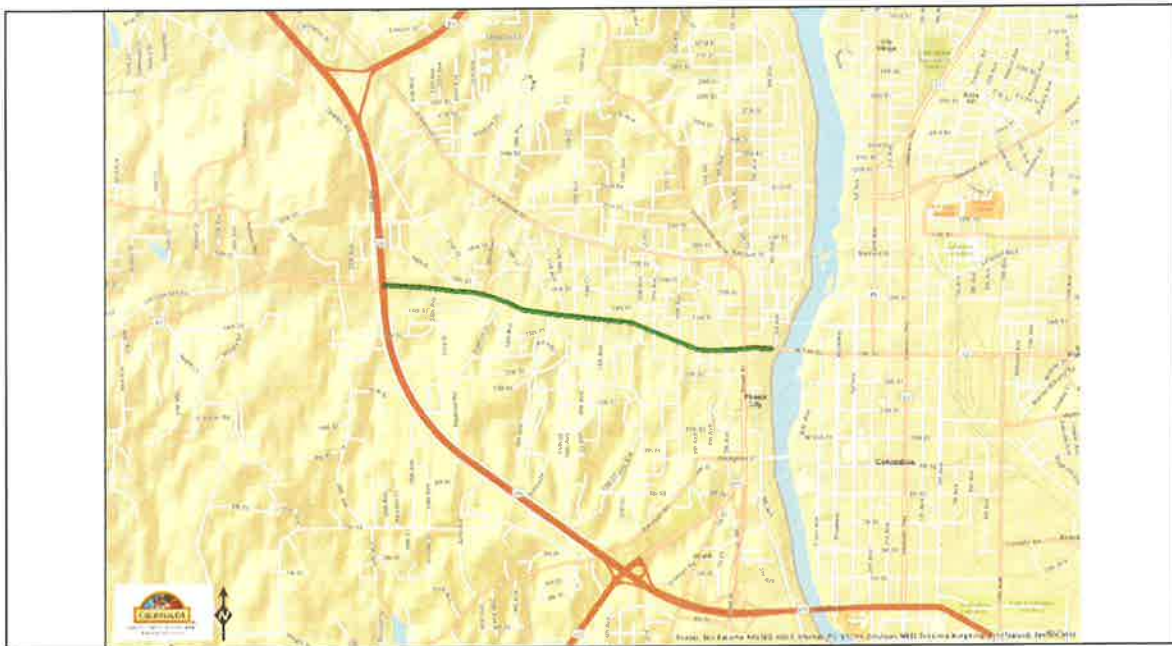
100059581– Resurface CR-418 (Crawford Road/13th Street) from SR-1 (US-280/US-431) to 3rd Avenue

PROJECT DESCRIPTION: Widen & Resurface.

Project #: ACNU59581ATRP ()	Project Length (MI):		County/City: Phenix City
P.I. #: 100059581	Existing Lanes:		SPONSOR:
TIP #:	Proposed Lanes:		CONG DIST:
Funding Code:	2014 ADT	2040 ADT	DOT DIST:
Funding: ATRIP	State/US #:		Local RD#

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 15</i>	<i>FY 16</i>	<i>FY 17</i>	<i>FY 18</i>	<i>Total</i>	<i>FY 19</i>	<i>FY 20</i>	<i>Total</i>
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Construction</i>	Fed/Other	\$2,719	\$0	\$0	\$0	\$2,719	\$0	\$0	\$0
<i>Project Cost</i>		\$2,719	\$0	\$0	\$0	\$2,719	\$0	\$0	\$0
<i>Federal Cost</i>		\$2,175	\$0	\$0	\$0	\$2,175	\$0	\$0	\$0
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Other Cost</i>		\$544	\$0	\$0	\$0	\$544	\$0	\$0	\$0

Comments: ATRIP Funding – Project was amended to include additional funding (\$700,000.00) for construction – April 21, 2015.



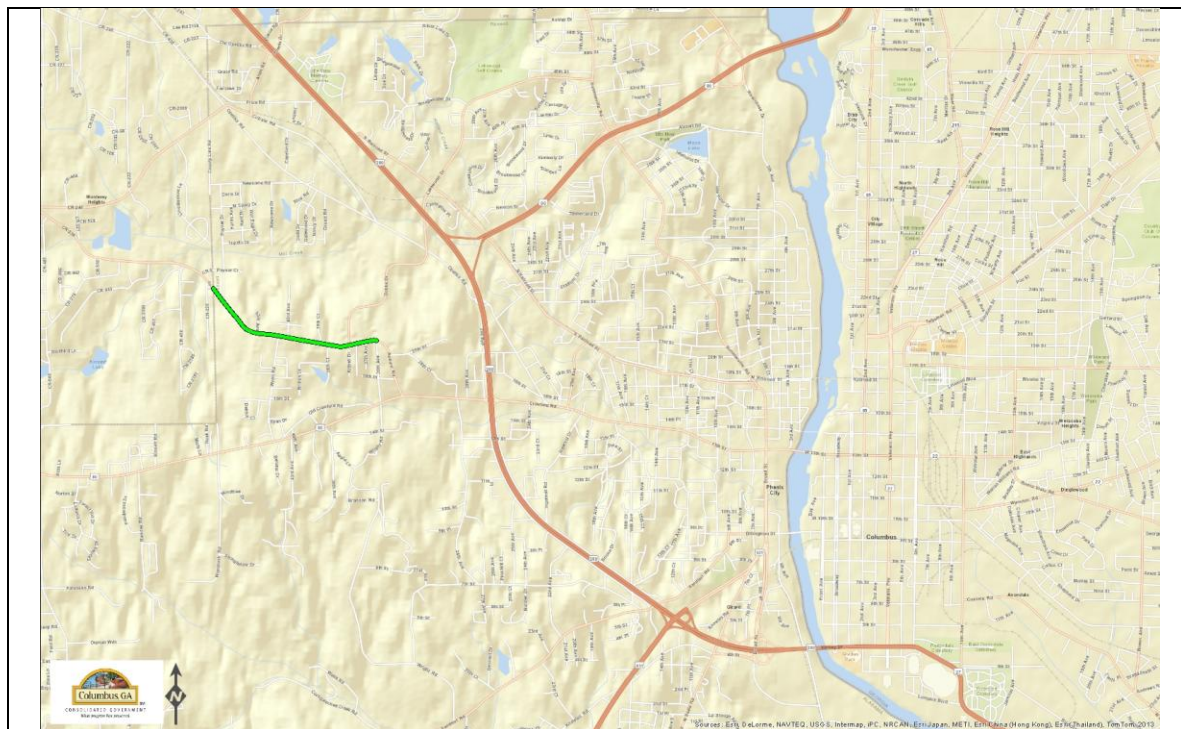
100059579– Resurface CR-59 (Auburn Road) from the Lee County Limits to Phenix City Limits

PROJECT DESCRIPTION: Widen & Resurface.

Project #: ACNU59579 ATRP ()	Project Length (MI): 1.20		County/City: Lee County
P.I. #: 100059579	Existing Lanes:		SPONSOR:
TIP #:	Proposed Lanes:		CONG DIST:
Funding Code:	2014 ADT	2040 ADT	DOT DIST:
Funding: ATRIP	State/US #:		Local RD#

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 15</i>	<i>FY 16</i>	<i>FY 17</i>	<i>FY 18</i>	<i>Total</i>	<i>FY 19</i>	<i>FY 20</i>	<i>Total</i>
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Construction</i>	Fed/Other	\$400	\$0	\$0	\$0	\$400	\$0	\$0	\$0
<i>Project Cost</i>		\$400	\$0	\$0	\$0	\$400	\$0	\$0	\$0
<i>Federal Cost</i>		\$320	\$0	\$0	\$0	\$320	\$0	\$0	\$0
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Other Cost</i>		\$80	\$0	\$0	\$0	\$80	\$0	\$0	\$0

Comments: ATRIP Funding



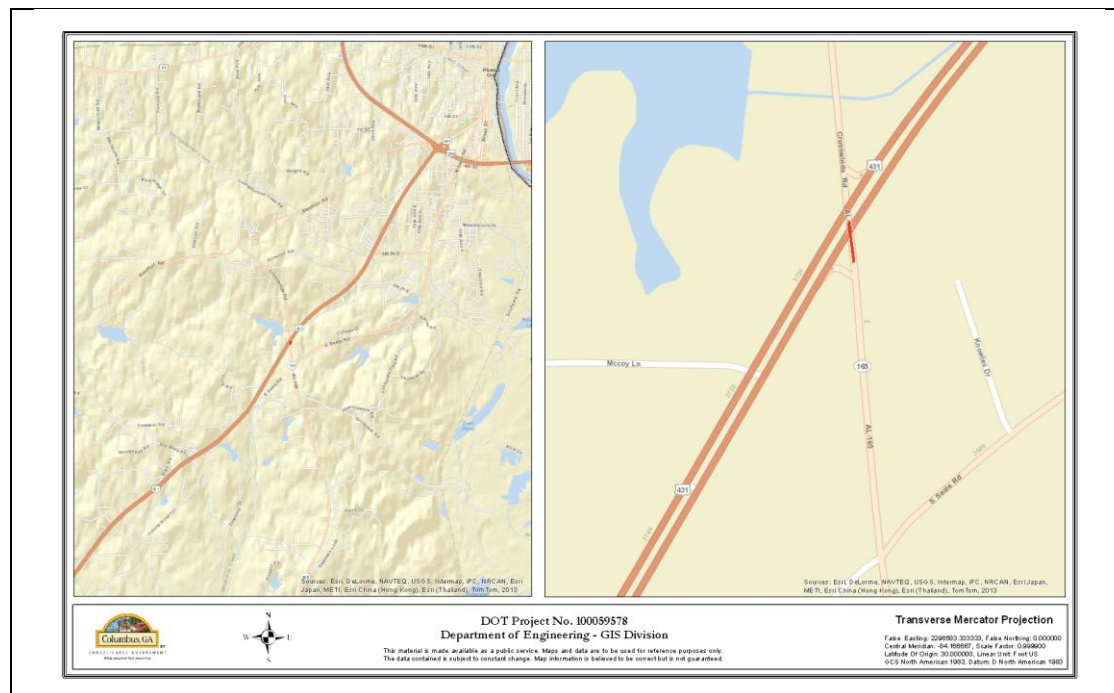
100059578– Fix a 75 foot section of CR-53 (Crosswinds Road) from US-431 to Sandford Road and Resurface and stripe CR-96 (Knowles Road) from Crosswinds Road to Phenix City Limits.

PROJECT DESCRIPTION: Widen & Resurface.

Project #: ACNU59578ATRP ()	Project Length (MI): 1.8		County/City: Russell County
P.I. #: 100059578	Existing Lanes:		SPONSOR:
TIP #:	Proposed Lanes:		CONG DIST:
Funding Code:	2014 ADT	2040 ADT	DOT DIST:
Funding: ATRIP & C-PC MPO	State/US #:		Local RD#

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 15</i>	<i>FY 16</i>	<i>FY 17</i>	<i>FY 18</i>	<i>Total</i>	<i>FY 19</i>	<i>FY 20</i>	<i>Total</i>
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Construction</i>	Fed/Local	\$1,190	\$0	\$0	\$0	\$1,190	\$0	\$0	\$0
<i>Project Cost</i>		\$1,190	\$0	\$0	\$0	\$1,190	\$0	\$0	\$0
<i>Federal Cost</i>		\$952	\$0	\$0	\$0	\$952	\$0	\$0	\$0
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Local Cost</i>		\$238	\$0	\$0	\$0	\$238	\$0	\$0	\$0

Comments: ATRIP Funding - \$125,224.00 – MPO Dedicated Funding - \$826,776.00 – Total Federal Funding - \$952,000.00 – Local Funds - \$238,000.00



100060116– 5th Street South Resurfacing and Improvements from South Seale Road to Martin Luther King Jr. Parkway.

PROJECT DESCRIPTION: Resurfacing and Improvements.

Project #:	Project Length (MI):		County/City: Phenix City
P.I. #: 100060116 & 100060115 (PE)	Existing Lanes:		SPONSOR:
TIP #:	Proposed Lanes:		CONG DIST:
Funding Code:	2014 ADT	2040 ADT	DOT DIST:
Funding: STPPC	State/US #:		Local RD#

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 15</i>	<i>FY 16</i>	<i>FY 17</i>	<i>FY 18</i>	<i>Total</i>	<i>FY 19</i>	<i>FY 20</i>	<i>Total</i>
<i>Preliminary Eng.</i>		\$160	\$0	\$0	\$0	\$160	\$0	\$0	\$0
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Construction</i>	Fed/Other	\$1,175	\$0	\$0	\$0	\$1,175	\$0	\$0	\$0
<i>Project Cost</i>		\$1,335	\$0	\$0	\$0	\$1,335	\$0	\$0	\$0
<i>Federal Cost</i>		\$1,068	\$0	\$0	\$0	\$1,068	\$0	\$0	\$0
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Other Cost</i>		\$267	\$0	\$0	\$0	\$267	\$0	\$0	\$0

Comments: The Policy Committee approved an amendment to increase the PE funds from \$120,000 to \$160,000 on September 23, 2014



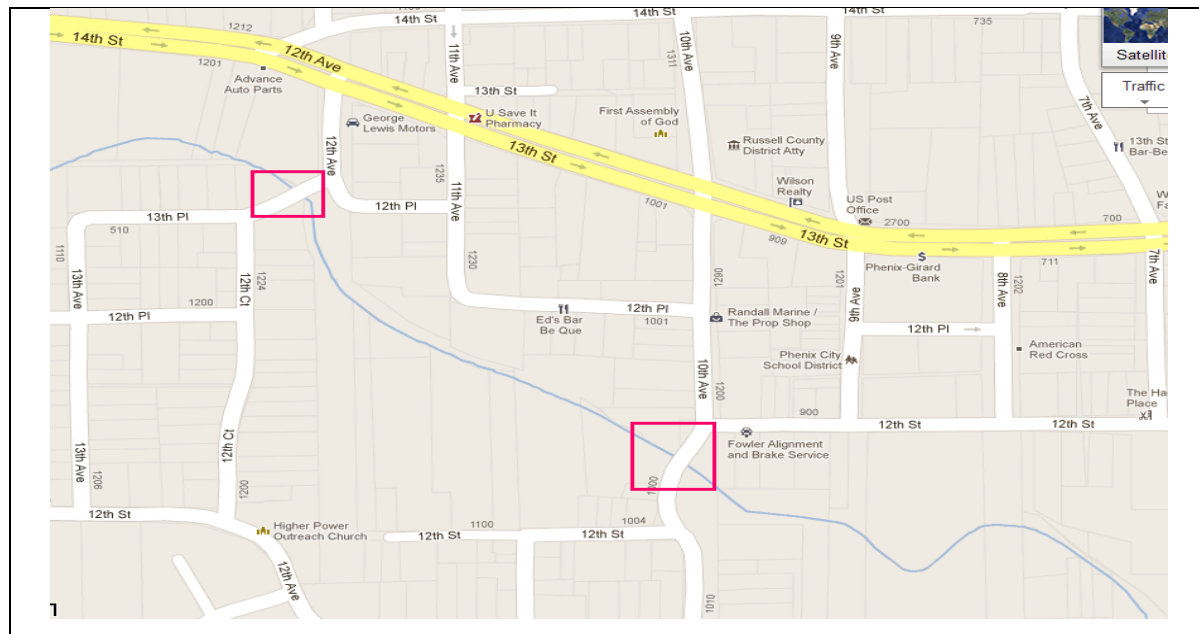
100058445– Bridge replacement over Holland Creek on 10th Place in the City of Phenix City (BIN 2232)

PROJECT DESCRIPTION: Replace Bridge.

Project #: A1BRZ	Project Length (MI):		County/City: Russell/PC
P.I. #: 100058445	Existing Lanes:		SPONSOR:
TIP #:	Proposed Lanes:		CONG DIST:
Funding Code:	2014 ADT	2040 ADT	DOT DIST:
Funding: ATRIP	State/US #:		Local RD#

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 15</i>	<i>FY 16</i>	<i>FY 17</i>	<i>FY 18</i>	<i>Total</i>	<i>FY 19</i>	<i>FY 20</i>	<i>Total</i>
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Construction</i>	Fed/Other	\$581	\$0	\$0	\$0	\$581	\$0	\$0	\$0
<i>Project Cost</i>		\$581	\$0	\$0	\$0	\$581	\$0	\$0	\$0
<i>Federal Cost</i>		\$465	\$0	\$0	\$0	\$465	\$0	\$0	\$0
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Other Cost</i>		\$116	\$0	\$0	\$0	\$116	\$0	\$0	\$0

Comments: ATRIP Funding



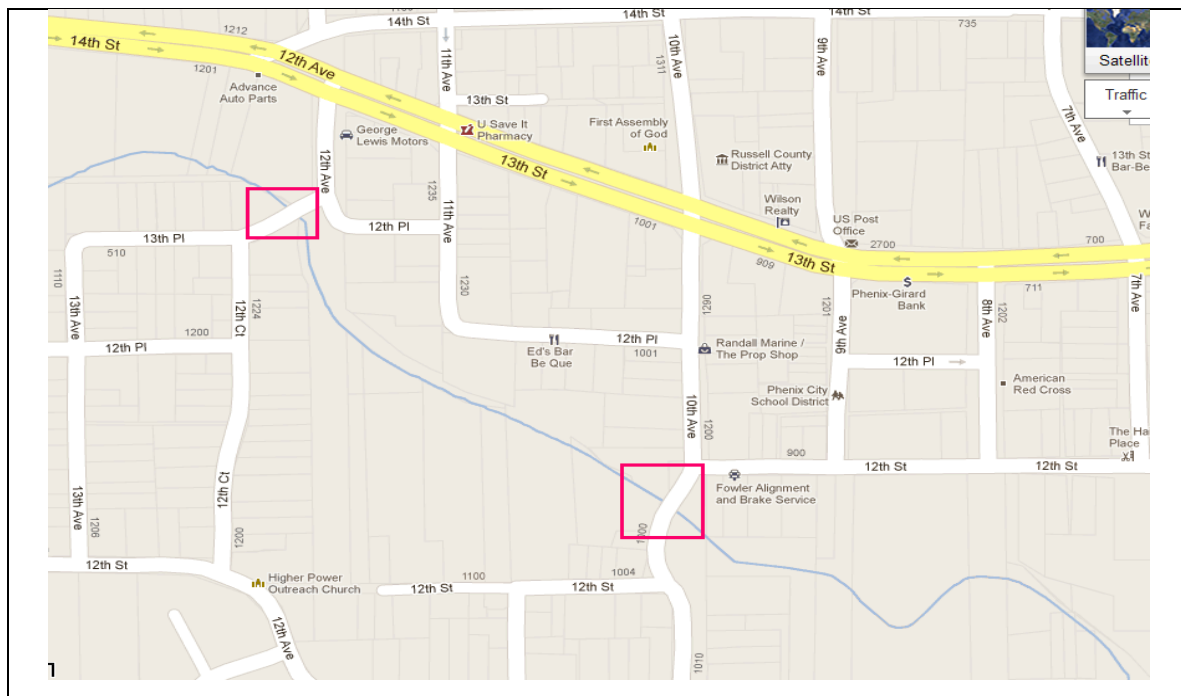
100058446– Bridge replacement over Holland Creek on 12th Avenue in the City of Phenix City (BIN 2245)

PROJECT DESCRIPTION: Replace Bridge.

Project #: ACATRIPBRZ100058446-000 (001)	Project Length (MI):		County/City: Russell/PC
P.I. #: 100058446	Existing Lanes:		SPONSOR:
TIP #:	Proposed Lanes:		CONG DIST:
Funding Code:	2014 ADT	2040 ADT	DOT DIST:
Funding: ATRIP	State/US #:		Local RD#

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 15</i>	<i>FY 16</i>	<i>FY 17</i>	<i>FY 18</i>	<i>Total</i>	<i>FY 19</i>	<i>FY 20</i>	<i>Total</i>
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Construction</i>	Fed/Other	\$500	\$0	\$0	\$0	\$500	\$0	\$0	\$0
<i>Project Cost</i>		\$500	\$0	\$0	\$0	\$500	\$0	\$0	\$0
<i>Federal Cost</i>		\$400	\$0	\$0	\$0	\$400	\$0	\$0	\$0
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Other Cost</i>		\$100	\$0	\$0	\$0	\$100	\$0	\$0	\$0

Comments: ATRIP Funding



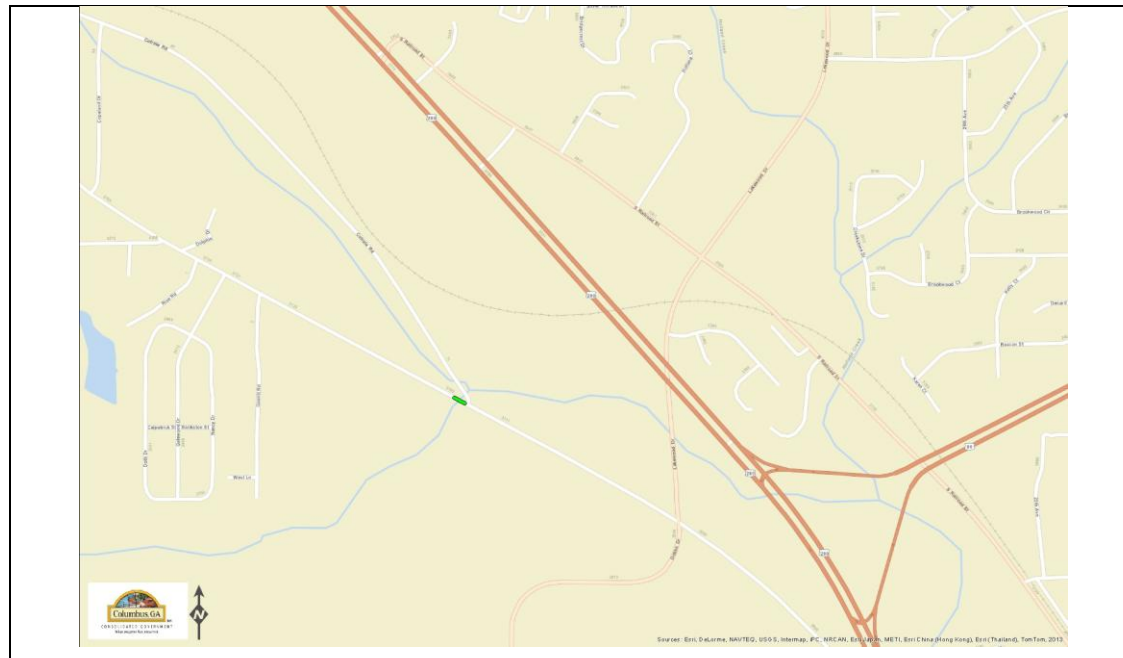
100059582– Replace Bridge on CR-427 (Opelika Road) BIN #1730 and CR-296 (Cutrate Road) Improvements

PROJECT DESCRIPTION: Bridge Replacement & Road Improvements.

Project #: ACNU59582 ATRP ()	Project Length (MI):		County/City: Phenix City
P.I. #: 100059582 & 100059896	Existing Lanes:		SPONSOR:
TIP #:	Proposed Lanes:		CONG DIST:
Funding Code:	2014 ADT	2040 ADT	DOT DIST:
Funding: ATRIP	State/US #:		Local RD#

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 15</i>	<i>FY 16</i>	<i>FY 17</i>	<i>FY 18</i>	<i>Total</i>	<i>FY 19</i>	<i>FY 20</i>	<i>Total</i>
<i>Preliminary Eng.</i>	Fed/Other	Auth	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Right-of Way</i>	Fed/Other	\$150	\$0	\$0	\$0	\$150	\$0	\$0	\$0
<i>Utilities</i>	Fed/Other	\$150	\$0	\$0	\$0	\$150	\$0	\$0	\$0
<i>Construction</i>	Fed/Other	\$1,435	\$0	\$0	\$0	\$1,435	\$0	\$0	\$0
<i>Project Cost</i>		\$1,735	\$0	\$0	\$0	\$1,735	\$0	\$0	\$0
<i>Federal Cost</i>		\$1,388	\$0	\$0	\$0	\$1,388	\$0	\$0	\$0
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Other Cost</i>		\$347	\$0	\$0	\$0	\$347	\$0	\$0	\$0

Comments: ATRIP Funding – P.I. 100059582 – CN – \$1,435,084.00 – ROW - \$150,000.00 – Utilities - \$150,000.00

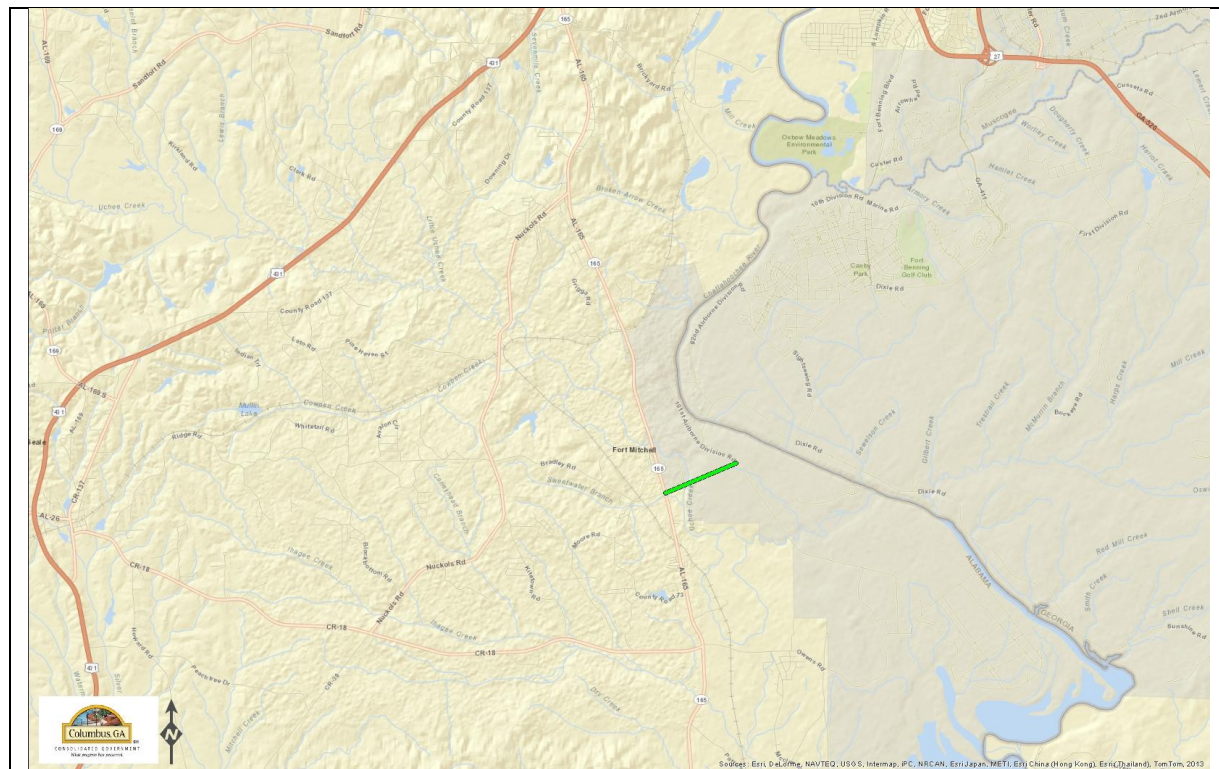


100056667– CR-24 (Bradley Drive) new Extension from SR-165 to CR-196 (101st ABN. DIV. Rd) near GA State Line @ Fort Benning west gate (Phase I).
PROJECT DESCRIPTION: Road Extension.

Project #:	Project Length (MI): 1,0		County/City: Russell Cty
P.I. #: 100056667	Existing Lanes:		SPONSOR:
TIP #:	Proposed Lanes:		CONG DIST:
Funding Code:	2014 ADT	2040 ADT	DOT DIST:
Funding: STPPC	State/US #:		Local RD#

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 15</i>	<i>FY 16</i>	<i>FY 17</i>	<i>FY 18</i>	<i>Total</i>	<i>FY 19</i>	<i>FY 20</i>	<i>Total</i>
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Construction</i>	Fed/Other	\$0	\$0	\$0	\$0	\$0	\$7,250	\$0	\$7,250
<i>Project Cost</i>		\$0	\$0	\$0	\$0	\$0	\$7,250	\$0	\$7,250
<i>Federal Cost</i>		\$0	\$0	\$0	\$0	\$0	\$5,800	\$0	\$5,800
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Other Cost</i>		\$0	\$0	\$0	\$0	\$0	\$1,450	\$0	\$1,450

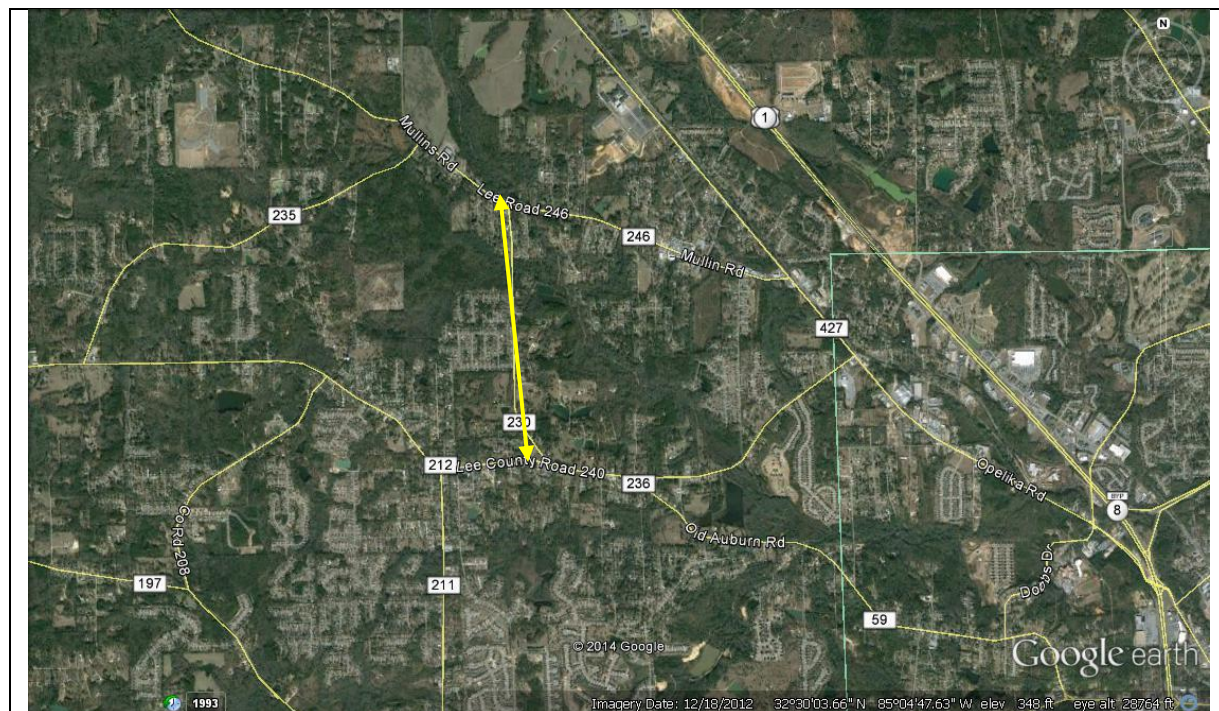
Comments:



100061131– Widen and resurface CR-230 from CR-240 to CR-246**PROJECT DESCRIPTION:** Widen and Resurface.

Project #: ACAA61131-ATRP(11)	Project Length (MI):		County/City: Lee
P.I. #: 100061131	Existing Lanes:		SPONSOR: Lee County
TIP #:	Proposed Lanes:		CONG DIST:
Funding Code:	2014 ADT	2040 ADT	DOT DIST:
Funding: ATRP	State/US #:		Local RD#

Project Phase	\$ Source	FY 15	FY 16	FY 17	FY 18	Total	FY 19	FY 20	Total
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Construction</i>	Fed/Local	\$453	\$0	\$0	\$0	\$453	\$0	\$0	\$0
Project Cost		\$453	\$0	\$0	\$0	\$453	\$0	\$0	\$0
<i>Federal Cost</i>		\$362	\$0	\$0	\$0	\$362	\$0	\$0	\$0
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Local Cost</i>		\$91	\$0	\$0	\$0	\$91	\$0	\$0	\$0

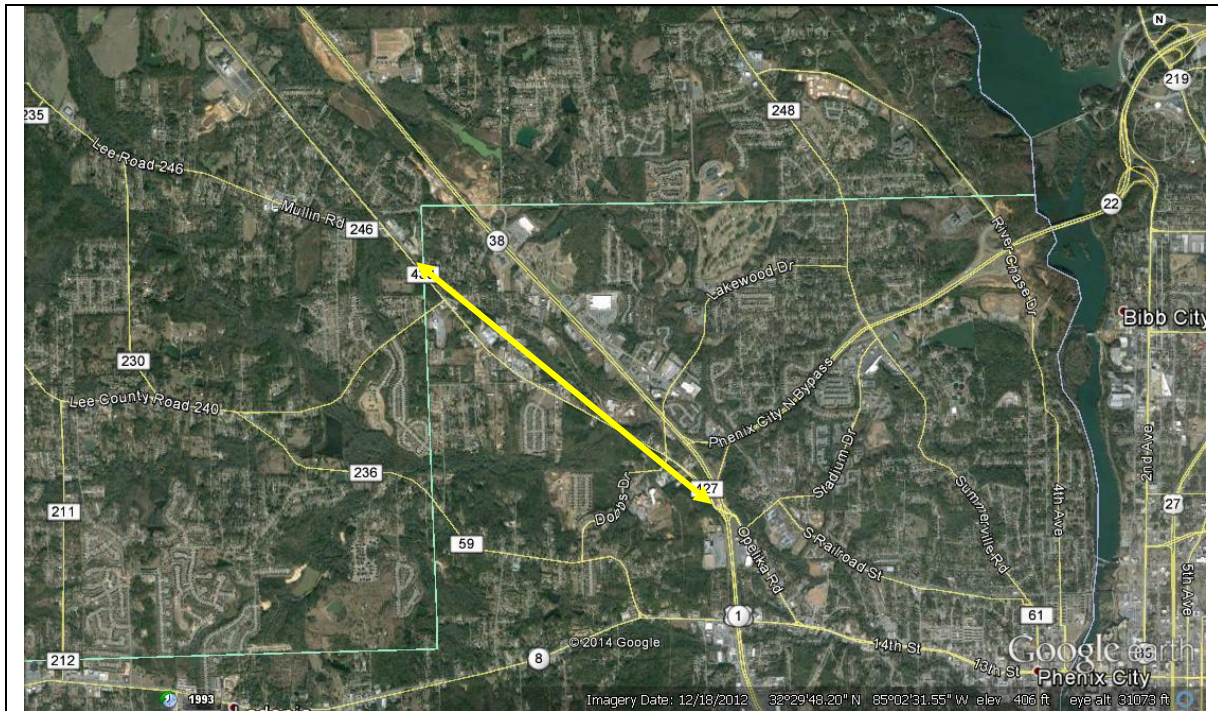
Comments:

100061133– Widen and Resurface CR-430 from SR-1 (US-280) to Lee/Russell County Line

PROJECT DESCRIPTION: Widen and Resurface.

Project #: ACAA61133-ATRP(011)	Project Length (MI):		County/City: Lee County
P.I. #: 100061133	Existing Lanes:		SPONSOR: Lee County
TIP #:	Proposed Lanes:		CONG DIST:
Funding Code:	2014 ADT	2040 ADT	DOT DIST:
Funding: ATRP	State/US #:		Local RD#

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 15</i>	<i>FY 16</i>	<i>FY 17</i>	<i>FY 18</i>	<i>Total</i>	<i>FY 19</i>	<i>FY 20</i>	<i>Total</i>
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Construction</i>	Fed/Local	\$2,395	\$0	\$0	\$0	\$2,395	\$0	\$0	\$0
<i>Project Cost</i>		\$2,395	\$0	\$0	\$0	\$2,395	\$0	\$0	\$0
<i>Federal Cost</i>		\$1,916	\$0	\$0	\$0	\$1,916	\$0	\$0	\$0
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Local Cost</i>		\$479	\$0	\$0	\$0	\$479	\$0	\$0	\$0

Comments:

**100062478– Railroad crossing improvements at 11th Avenue in Phenix City, Ref #1286,
DOT No. 718-992T**

PROJECT DESCRIPTION: Railroad crossing improvements

Project #:	Project Length (MI):		County/City:
P.I. #: 100062478	Existing Lanes:		SPONSOR:
TIP #:	Proposed Lanes:		CONG DIST:
Funding Code:	2014 ADT	2040 ADT	DOT DIST:
Funding: RHCH-RR14()	State/US #:		Local RD#

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 15</i>	<i>FY 16</i>	<i>FY 17</i>	<i>FY 18</i>	<i>Total</i>	<i>FY 19</i>	<i>FY 20</i>	<i>Total</i>
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Construction</i>	Fed/Local	\$200	\$0	\$0	\$0	\$200	\$0	\$0	\$0
<i>Project Cost</i>		\$200	\$0	\$0	\$0	\$200	\$0	\$0	\$0
<i>Federal Cost</i>		\$180	\$0	\$0	\$0	\$180	\$0	\$0	\$0
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Local Cost</i>		\$20	\$0	\$0	\$0	\$20	\$0	\$0	\$0

Comments:



**100062444– Railroad crossing improvements at 10th Avenue in Phenix City, Ref #1285,
DOT No. 718-989K**

PROJECT DESCRIPTION: Railroad crossing improvements

Project #:	Project Length (MI):		County/City:
P.I. #: 100062444	Existing Lanes:		SPONSOR:
TIP #:	Proposed Lanes:		CONG DIST:
Funding Code:	2014 ADT	2040 ADT	DOT DIST:
Funding: RHCH-RR14()	State/US #:		Local RD#

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 15</i>	<i>FY 16</i>	<i>FY 17</i>	<i>FY 18</i>	<i>Total</i>	<i>FY 19</i>	<i>FY 20</i>	<i>Total</i>
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Construction</i>	Fed/Local	\$200	\$0	\$0	\$0	\$200	\$0	\$0	\$0
<i>Project Cost</i>		\$200	\$0	\$0	\$0	\$200	\$0	\$0	\$0
<i>Federal Cost</i>		\$180	\$0	\$0	\$0	\$180	\$0	\$0	\$0
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Local Cost</i>		\$20	\$0	\$0	\$0	\$20	\$0	\$0	\$0

Comments:



100062981– Widen and Resurface CR-248 from CR-243 to U.S. 280**PROJECT DESCRIPTION: Widen and Resurface**

Project #: STPPC-4114()	Project Length (MI):		County/City:
P.I. #: 100062981	Existing Lanes:		SPONSOR: Lee County
TIP #:	Proposed Lanes:		CONG DIST:
Funding Code:	2014 ADT	2040 ADT	DOT DIST:
Funding: C-PC MPO	State/US #:		Local RD#

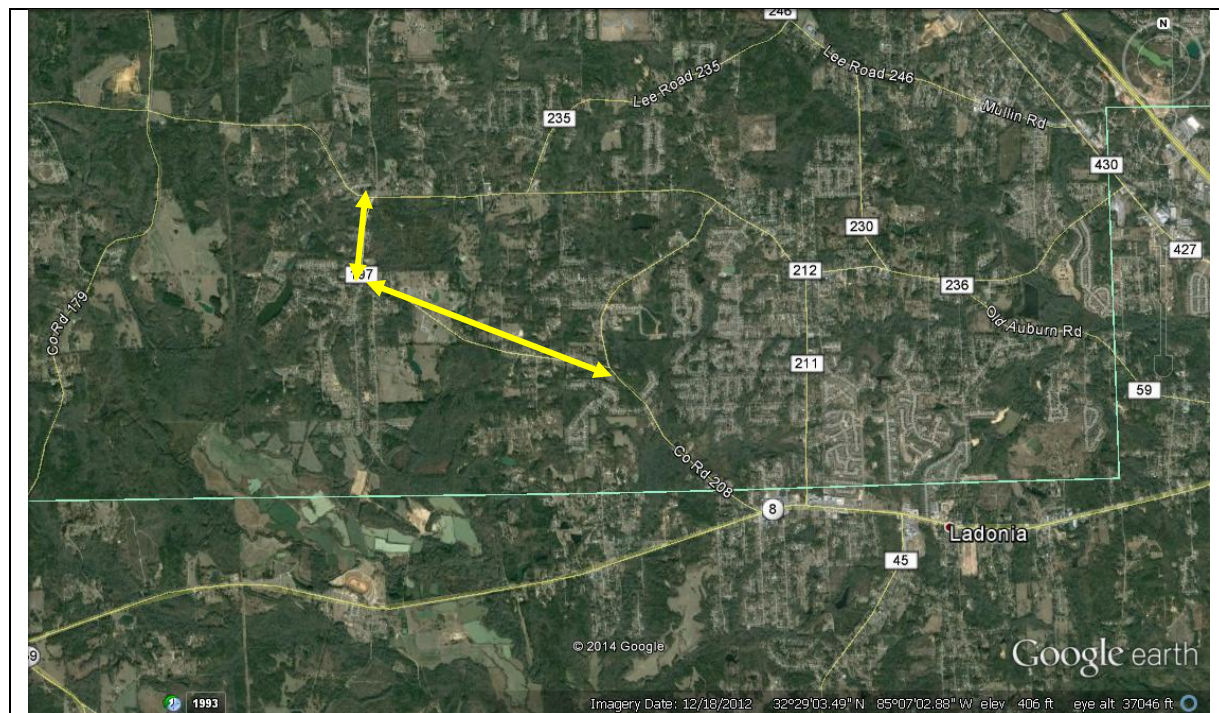
Project Phase	\$ Source	FY 15	FY 16	FY 17	FY 18	Total	FY 19	FY 20	Total
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Construction</i>	Fed/Local	\$0	\$262	\$0	\$0	\$262	\$0	\$0	\$0
Project Cost		\$0	\$262	\$0	\$0	\$262	\$0	\$0	\$0
<i>Federal Cost</i>		\$0	\$210	\$0	\$0	\$210	\$0	\$0	\$0
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Local Cost</i>		\$0	\$52	\$0	\$0	\$52	\$0	\$0	\$0

Comments:

100062982– Widen and Resurface CR-197 from CR-208 to CR-240**PROJECT DESCRIPTION: Widen and Resurface**

Project #: STPPC-4114 ()	Project Length (MI):		County/City:
P.I. #: 100062982	Existing Lanes:		SPONSOR: Lee County
TIP #:	Proposed Lanes:		CONG DIST:
Funding Code:	2014 ADT	2040 ADT	DOT DIST:
Funding: C-PC MPO	State/US #:		Local RD#

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 15</i>	<i>FY 16</i>	<i>FY 17</i>	<i>FY 18</i>	<i>Total</i>	<i>FY 19</i>	<i>FY 20</i>	<i>Total</i>
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Construction</i>	Fed/Local	\$0	\$0	\$0	\$900	\$900	\$0	\$0	\$0
<i>Project Cost</i>		\$0	\$0	\$0	\$900	\$900	\$0	\$0	\$0
<i>Federal Cost</i>		\$0	\$0	\$0	\$720	\$720	\$0	\$0	\$0
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Local Cost</i>		\$0	\$0	\$0	\$180	\$180	\$0	\$0	\$0

Comments:

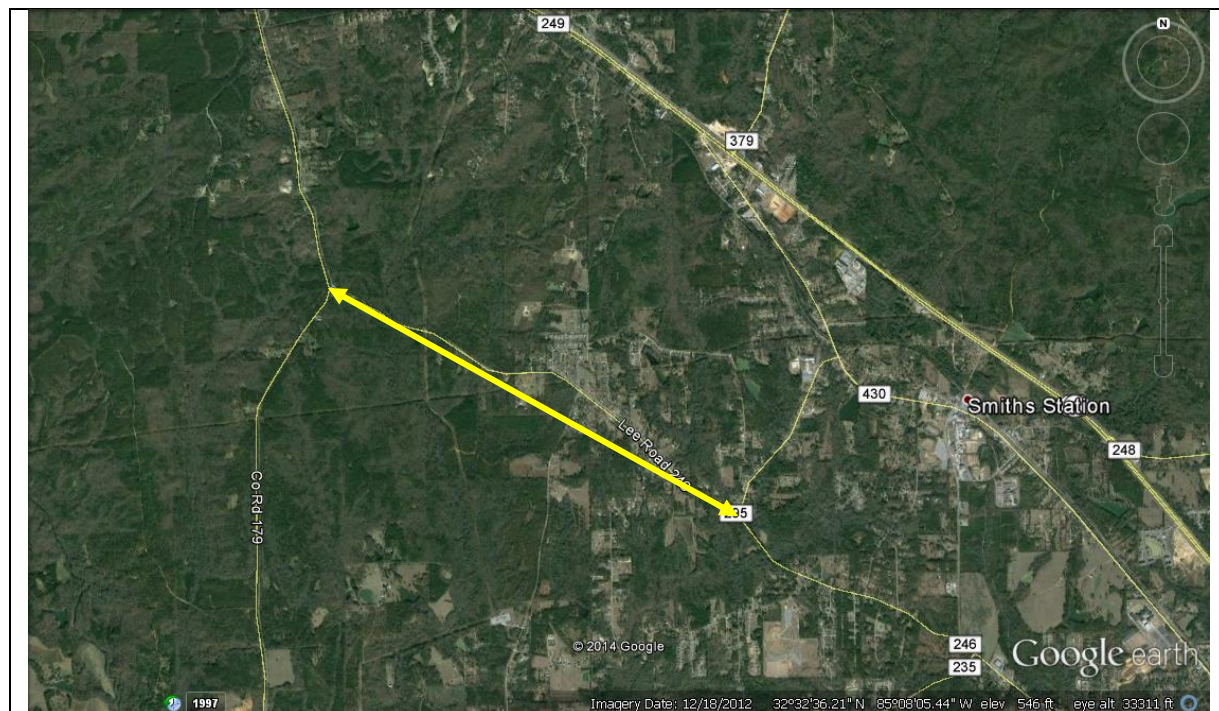
100062983– Widen and Resurface CR-246 from CR-179 to CR-295 (Full Depth Reclamation)

PROJECT DESCRIPTION: Widen and Resurface

Project #: STPAA-4114 ()	Project Length (MI):		County/City:
P.I. #: 100062983	Existing Lanes:		SPONSOR: Lee County
TIP #:	Proposed Lanes:		CONG DIST:
Funding Code:	2014 ADT	2040 ADT	DOT DIST:
Funding: County Federal Aid	State/US #:		Local RD#

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 15</i>	<i>FY 16</i>	<i>FY 17</i>	<i>FY 18</i>	<i>Total</i>	<i>FY 19</i>	<i>FY 20</i>	<i>Total</i>
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Construction</i>	Fed/Local	\$672	\$0	\$0	\$0	\$672	\$0	\$0	\$0
<i>Project Cost</i>		\$672	\$0	\$0	\$0	\$672	\$0	\$0	\$0
<i>Federal Cost</i>		\$538	\$0	\$0	\$0	\$538	\$0	\$0	\$0
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Local Cost</i>		\$134	\$0	\$0	\$0	\$134	\$0	\$0	\$0

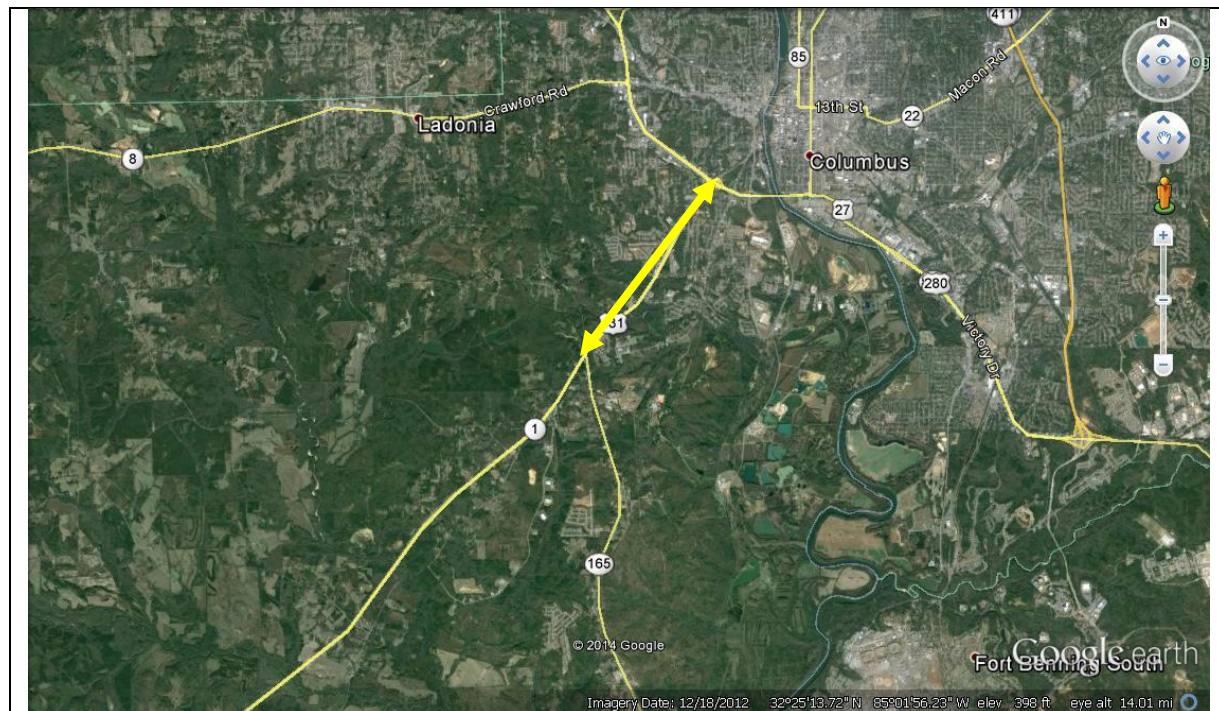
Comments: Proposed Funding is not the Dedicated MPO Funds. Lee County will use their county money for this project. Construction Cost - \$672,000.00 (Federal \$537,600.00 – Local \$134,400.00)



100063079 – US-431 South Traffic Study – from SR-165 to US-280**PROJECT DESCRIPTION: Traffic Study**

Project #:	Project Length (MI): 2.9		County/City:
P.I. #: 100063079	Existing Lanes:		SPONSOR: Phenix City
TIP #:	Proposed Lanes:		CONG DIST:
Funding Code:	2014 ADT	2040 ADT	DOT DIST:
Funding:	State/US #:		Local RD#

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 15</i>	<i>FY 16</i>	<i>FY 17</i>	<i>FY 18</i>	<i>Total</i>	<i>FY 19</i>	<i>FY 20</i>	<i>Total</i>
<i>Preliminary Eng.</i>	Fed/Other	\$100	\$0	\$0	\$0	\$100	\$0	\$0	\$0
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Construction</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Project Cost</i>		\$100	\$0	\$0	\$0	\$100	\$0	\$0	\$0
<i>Federal Cost</i>		\$80	\$0	\$0	\$0	\$80	\$0	\$0	\$0
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Other Cost</i>		\$20	\$0	\$0	\$0	\$20	\$0	\$0	\$0

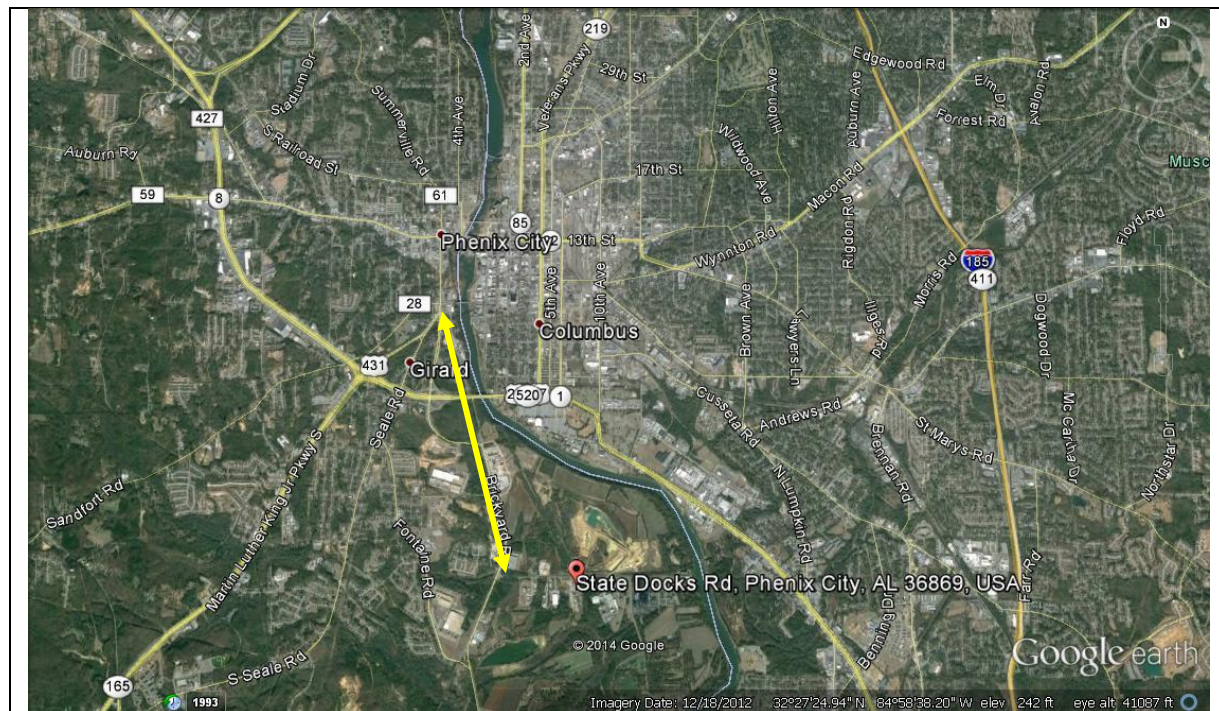
Comments:

100063082 - Brickyard Road Resurfacing – from Dillingham Street to State Docks Road
PROJECT DESCRIPTION: Resurface

Project #:	Project Length (MI): 2.10		County/City:
P.I. #: 100063082 & 100063080	Existing Lanes:		SPONSOR: Phenix City
TIP #:	Proposed Lanes:		CONG DIST:
Funding Code:	2014 ADT	2040 ADT	DOT DIST:
Funding:	State/US #:		Local RD#

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 15</i>	<i>FY 16</i>	<i>FY 17</i>	<i>FY 18</i>	<i>Total</i>	<i>FY 19</i>	<i>FY 20</i>	<i>Total</i>
<i>Preliminary Eng.</i>	Fed/Other	\$0	\$97	\$0	\$0	\$97	\$0	\$0	\$0
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Construction</i>	Fed/Other	\$0	\$0	\$1,298	\$0	\$0	\$0	\$0	\$0
<i>Project Cost</i>		\$0	\$97	\$1,298	\$0	\$1,395	\$0	\$0	\$0
<i>Federal Cost</i>		\$0	\$78	\$1,038	\$0	\$1,116	\$0	\$0	\$0
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Other Cost</i>		\$0	\$19	\$260	\$0	\$279	\$0	\$0	\$0

Comments:



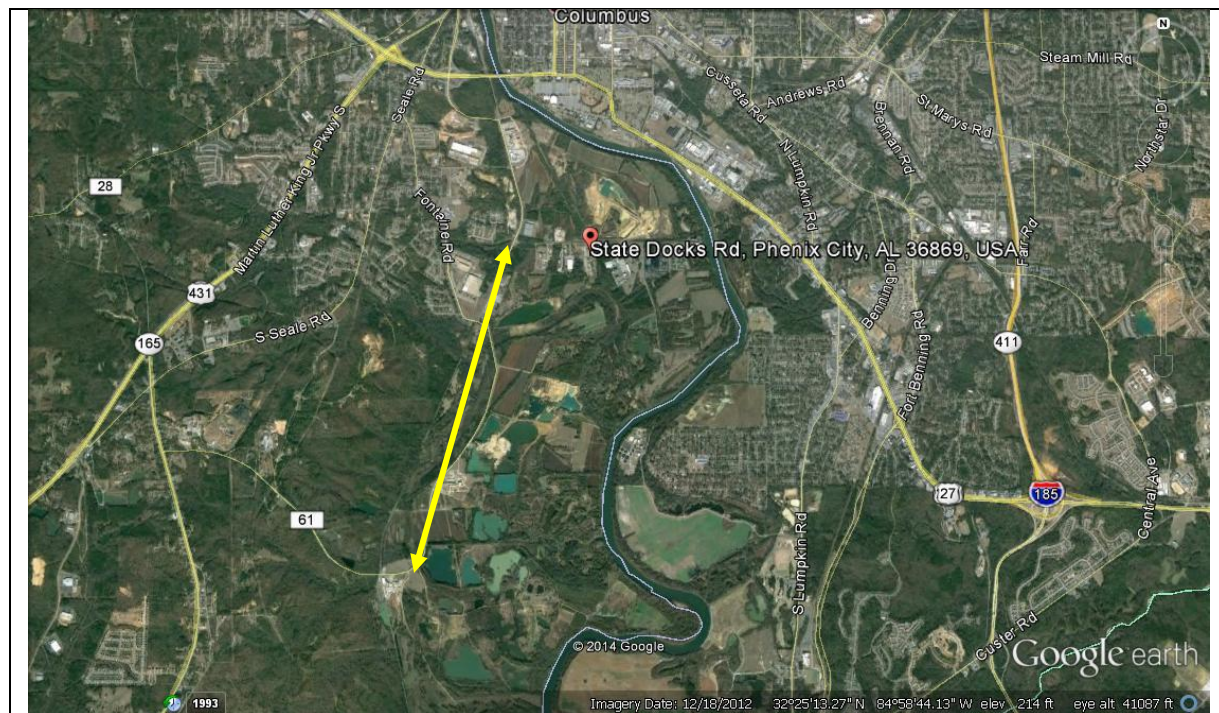
100063086 - Brickyard Road Resurfacing – from State Docks Road to City Limits

PROJECT DESCRIPTION: Resurface

Project #:	Project Length (MI): 2.10		County/City:
P.I. #: 100063086 & 100063085	Existing Lanes:		SPONSOR: Phenix City
TIP #:	Proposed Lanes:		CONG DIST:
Funding Code:	2014 ADT	2040 ADT	DOT DIST:
Funding: -	State/US #:		Local RD#

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 15</i>	<i>FY 16</i>	<i>FY 17</i>	<i>FY 18</i>	<i>Total</i>	<i>FY 19</i>	<i>FY 20</i>	<i>Total</i>
<i>Preliminary Eng.</i>	Fed/Other	\$0	\$34	\$0	\$0	\$34	\$0	\$0	\$0
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Construction</i>	Fed/Other	\$0	\$0	\$458	\$0	\$458	\$0	\$0	\$0
<i>Project Cost</i>		\$0	\$34	\$0	\$0	\$492	\$0	\$0	\$0
<i>Federal Cost</i>		\$0	\$27	\$366	\$0	\$393	\$0	\$0	\$0
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Other Cost</i>		\$0	\$7	\$92	\$0	\$99	\$0	\$0	\$0

Comments:



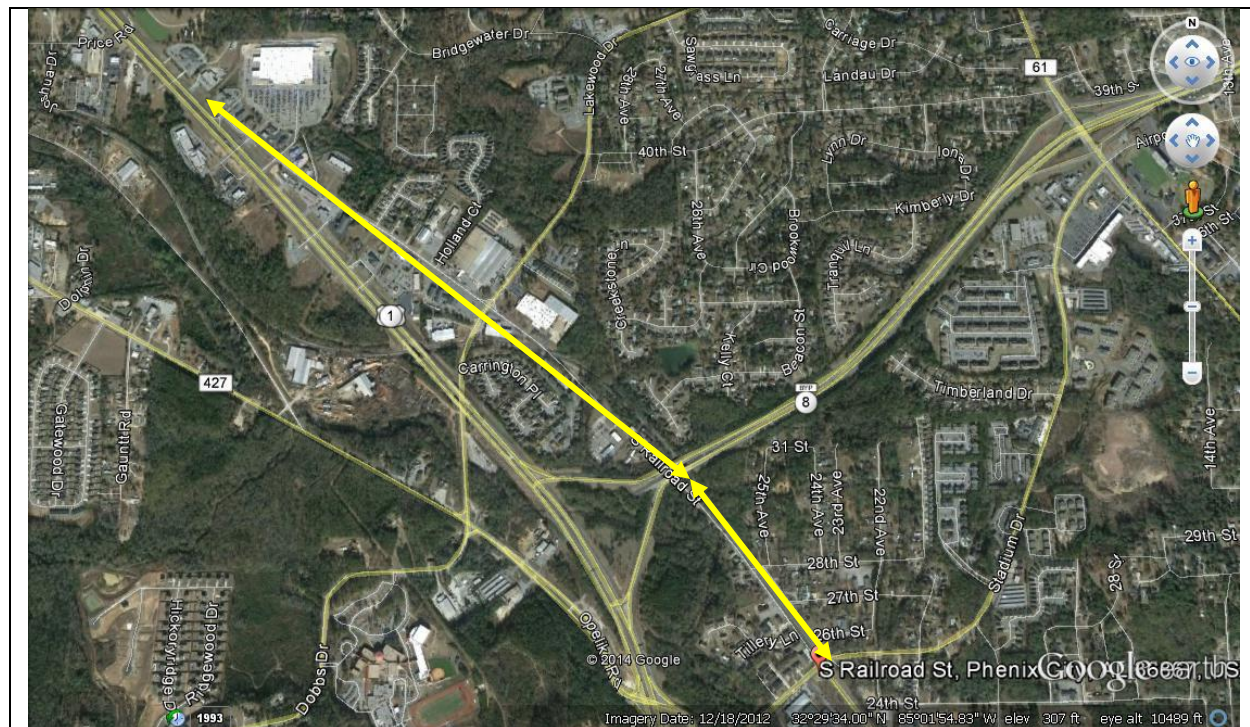
100063088 - South Railroad Street Resurfacing from Beginning to Stadium Drive

PROJECT DESCRIPTION: Resurface

Project #:	Project Length (MI): 1.36		County/City:
P.I. #: 100063088 & 100063087	Existing Lanes:		SPONSOR: Phenix City
TIP #:	Proposed Lanes:		CONG DIST:
Funding Code:	2014 ADT	2040 ADT	DOT DIST:
Funding:	State/US #:		Local RD#

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 15</i>	<i>FY 16</i>	<i>FY 17</i>	<i>FY 18</i>	<i>Total</i>	<i>FY 19</i>	<i>FY 20</i>	<i>Total</i>
<i>Preliminary Eng.</i>	Fed/Other	\$0	\$74	\$0	\$0	\$74	\$0	\$0	\$0
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Construction</i>	Fed/Other	\$0	\$0	\$989	\$0	\$989	\$0	\$0	\$0
<i>Project Cost</i>		\$0	\$74	\$989	\$0	\$1,063	\$0	\$0	\$0
<i>Federal Cost</i>		\$0	\$59	\$791	\$0	\$850	\$0	\$0	\$0
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Other Cost</i>		\$0	\$15	\$198	\$0	\$213	\$0	\$0	\$0

Comments:



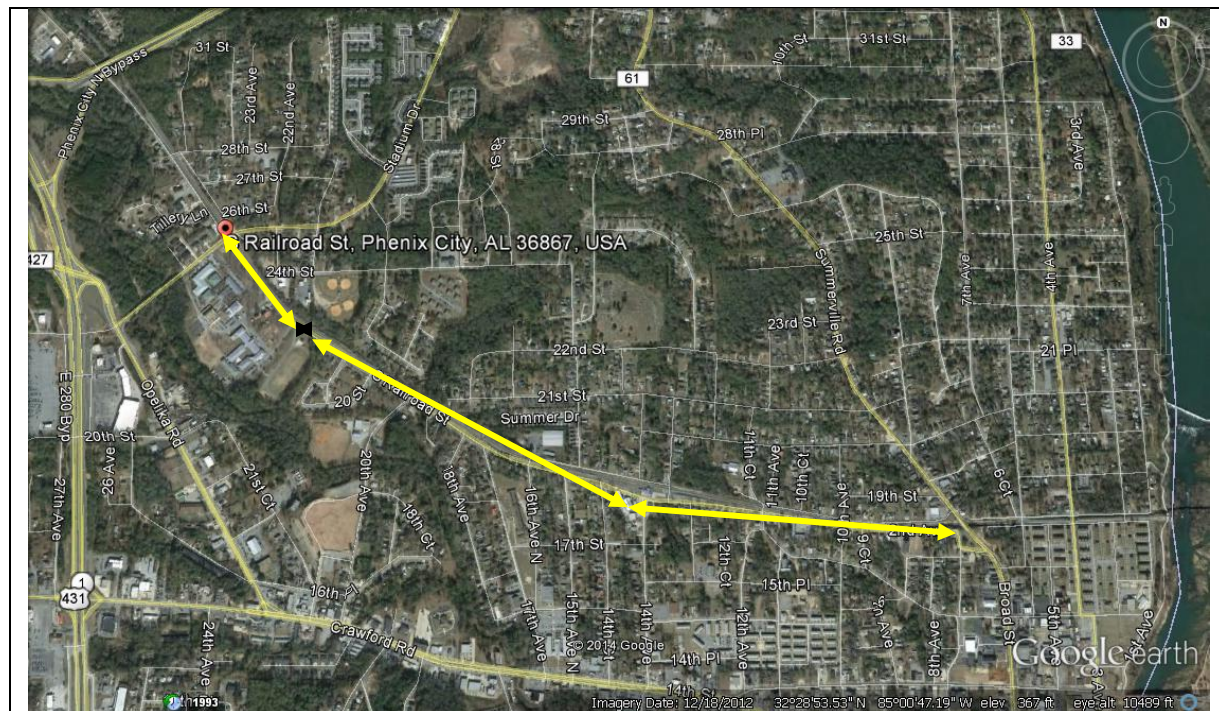
100063090 - South Railroad Street Resurfacing from Stadium Drive to Summerville Drive

PROJECT DESCRIPTION: Resurface

Project #:	Project Length (MI): 1.55		County/City:
P.I. #: 100063090 & 100063089	Existing Lanes:		SPONSOR: Phenix City
TIP #:	Proposed Lanes:		CONG DIST:
Funding Code:	2014 ADT	2040 ADT	DOT DIST:
Funding:	State/US #:		Local RD#

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 15</i>	<i>FY 16</i>	<i>FY 17</i>	<i>FY 18</i>	<i>Total</i>	<i>FY 19</i>	<i>FY 20</i>	<i>Total</i>
<i>Preliminary Eng.</i>	Fed/Other	\$0	\$59	\$0	\$0	\$59	\$0	\$0	\$0
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Construction</i>	Fed/Other	\$0	\$0	\$791	\$0	\$791	\$0	\$0	\$0
<i>Project Cost</i>		\$0	\$59	\$791	\$0	\$850	\$0	\$0	\$0
<i>Federal Cost</i>		\$0	\$47	\$633	\$0	\$680	\$0	\$0	\$0
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Other Cost</i>		\$0	\$12	\$158	\$0	\$170	\$0	\$0	\$0

Comments:

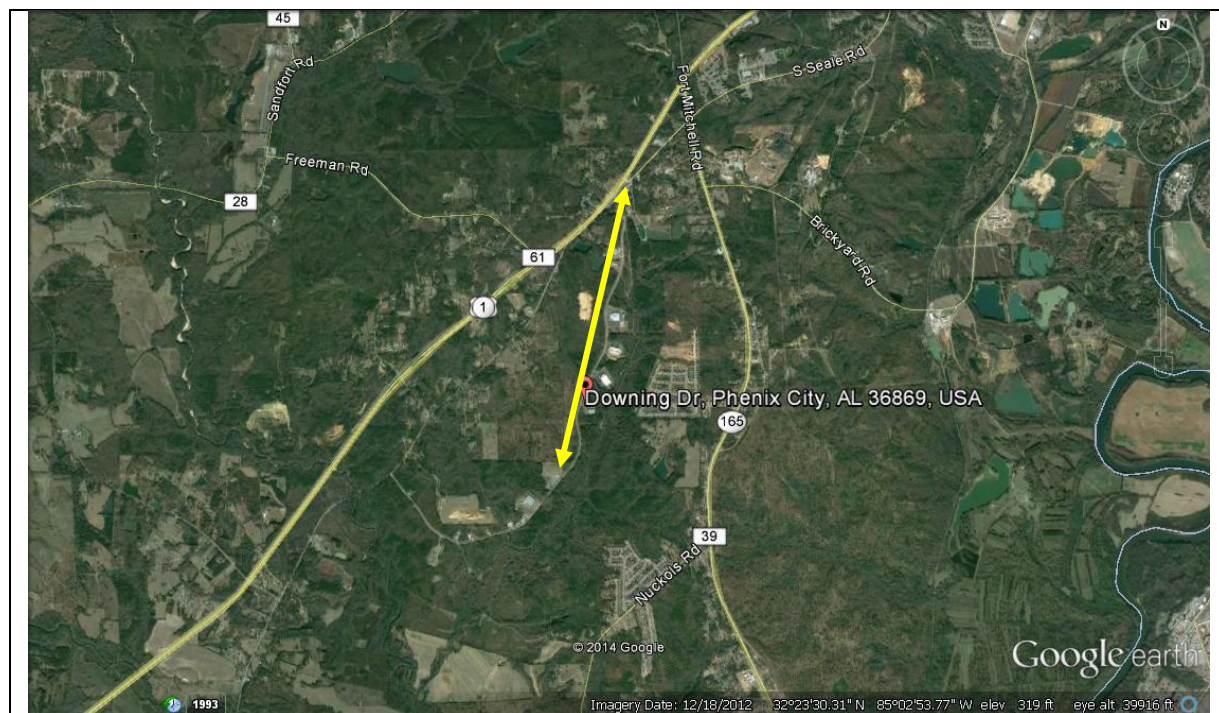


100063084 - Downing Drive Resurfacing from US 431 to ILJIN Plant if reclassified
PROJECT DESCRIPTION: Resurface

Project #:	Project Length (MI): 1.27		County/City:
P.I. #: 100063084 & 100063083	Existing Lanes:		SPONSOR: Phenix City
TIP #:	Proposed Lanes:		CONG DIST:
Funding Code:	2014 ADT	2040 ADT	DOT DIST:
Funding:	State/US #:		Local RD#

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 15</i>	<i>FY 16</i>	<i>FY 17</i>	<i>FY 18</i>	<i>Total</i>	<i>FY 19</i>	<i>FY 20</i>	<i>Total</i>
<i>Preliminary Eng.</i>	Fed/Other	\$0	\$75	\$0	\$0	\$75	\$0	\$0	\$0
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Construction</i>	Fed/Other	\$0	\$0	\$1,000	\$0	\$1,000	\$0	\$0	\$0
<i>Project Cost</i>		\$0	\$75	\$1,000	\$0	\$1,075	\$0	\$0	\$0
<i>Federal Cost</i>		\$0	\$60	\$800	\$0	\$860	\$0	\$0	\$0
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Other Cost</i>		\$0	\$15	\$200	\$0	\$215	\$0	\$0	\$0

Comments:



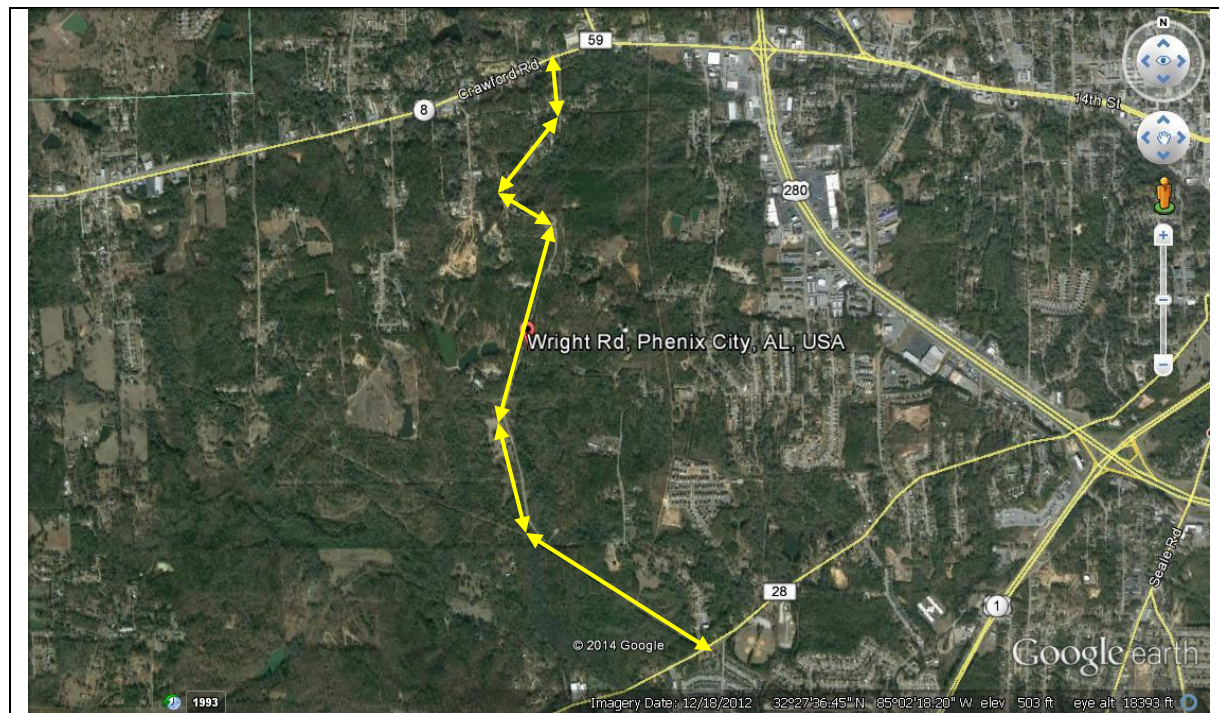
100063091 - Widen and Resurface Wright Road from City Limits (Phenix City) to City Limits (Phenix City).

PROJECT DESCRIPTION: Resurface

Project #:	Project Length (MI): 1.667		County/City:
P.I. #: 100063091	Existing Lanes:		SPONSOR: Russell Cty
TIP #:	Proposed Lanes:		CONG DIST:
Funding Code:	2014 ADT	2040 ADT	DOT DIST:
Funding:	State/US #:		Local RD#

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 15</i>	<i>FY 16</i>	<i>FY 17</i>	<i>FY 18</i>	<i>Total</i>	<i>FY 19</i>	<i>FY 20</i>	<i>Total</i>
<i>Preliminary Eng.</i>	Fed/Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Construction</i>	Fed/Other	\$0	\$291	\$0	\$0	\$291	\$0	\$0	\$0
<i>Project Cost</i>		\$0	\$291	\$0	\$0	\$291	\$0	\$0	\$0
<i>Federal Cost</i>		\$0	\$233	\$0	\$0	\$291	\$0	\$0	\$0
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Other Cost</i>		\$0	\$58	\$0	\$0	\$58	\$0	\$0	\$0

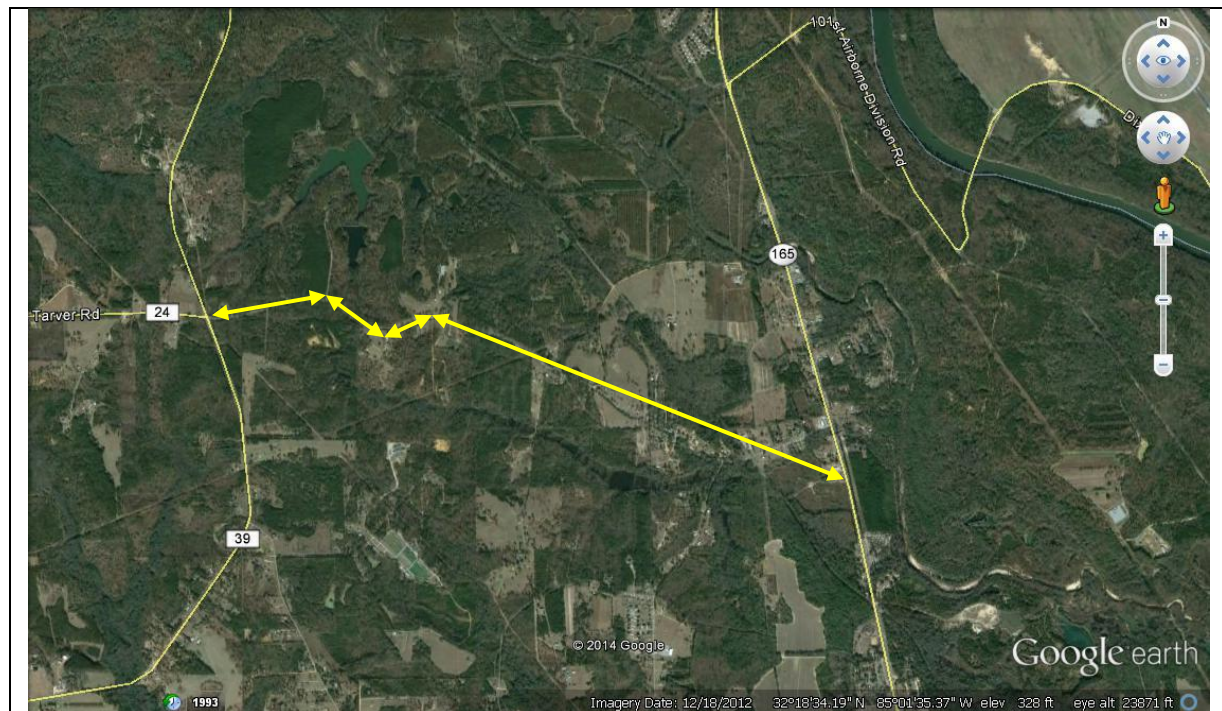
Comments: CST - \$291,725.00



100063092 - Widen and Resurface Bradley Road from Nuckols Road to AL Hwy 165**PROJECT DESCRIPTION:** Resurface

Project #:	Project Length (MI): 2.940		County/City:
P.I. #: 100063092	Existing Lanes:		SPONSOR: Russell Cty
TIP #:	Proposed Lanes:		CONG DIST:
Funding Code:	2014 ADT	2040 ADT	DOT DIST:
Funding:	State/US #:		Local RD#

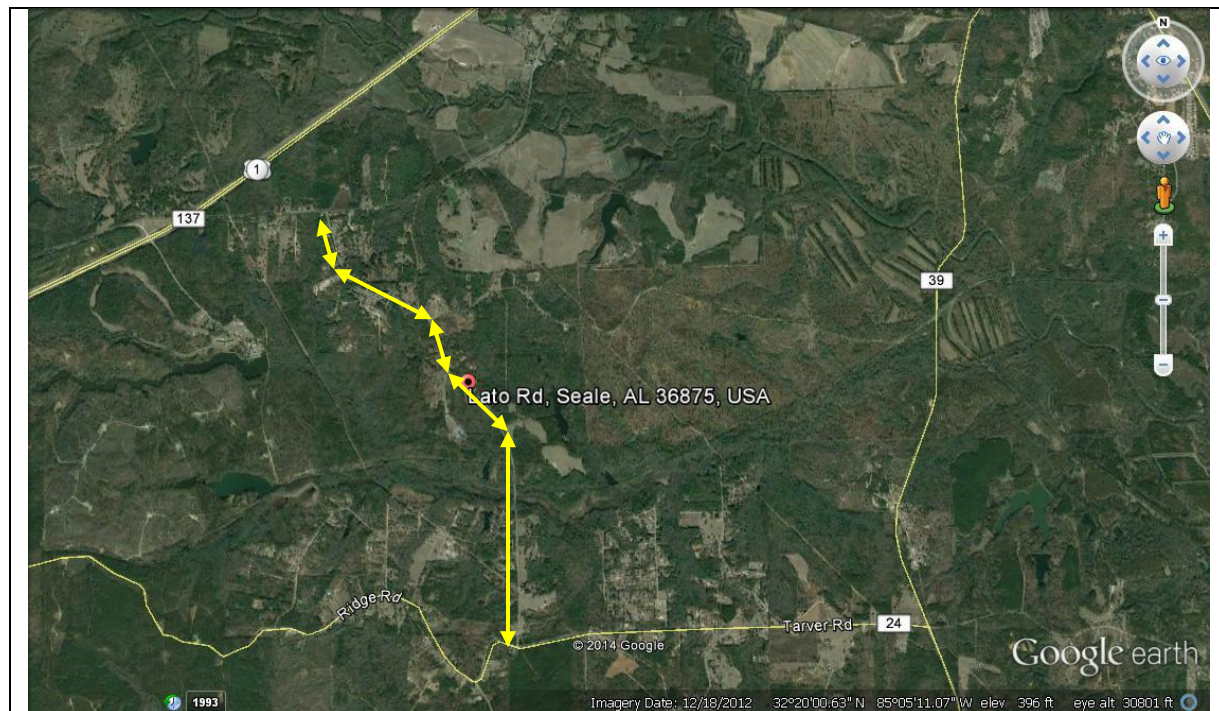
<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 15</i>	<i>FY 16</i>	<i>FY 17</i>	<i>FY 18</i>	<i>Total</i>	<i>FY 19</i>	<i>FY 20</i>	<i>Total</i>
<i>Preliminary Eng.</i>	Fed/Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Construction</i>	Fed/Other	\$0	\$0	\$514	\$0	\$514	\$0	\$0	\$0
<i>Project Cost</i>		\$0	\$0	\$514	\$0	\$514	\$0	\$0	\$0
<i>Federal Cost</i>		\$0	\$0	\$411	\$0	\$411	\$0	\$0	\$0
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Other Cost</i>		\$0	\$0	\$103	\$0	\$103	\$0	\$0	\$0

Comments: CST - \$514,500.00

100063093 - Widen and Resurface Lato Road from Uchee Hill Highway to Tarver Road**PROJECT DESCRIPTION:** Resurface

Project #:	Project Length (MI): 2.880		County/City:
P.I. #: 100063903	Existing Lanes:		SPONSOR: Russell Cty
TIP #:	Proposed Lanes:		CONG DIST:
Funding Code:	2014 ADT	2040 ADT	DOT DIST:
Funding:	State/US #:		Local RD#

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 15</i>	<i>FY 16</i>	<i>FY 17</i>	<i>FY 18</i>	<i>Total</i>	<i>FY 19</i>	<i>FY 20</i>	<i>Total</i>
<i>Preliminary Eng.</i>	Fed/Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Construction</i>	Fed/Other	\$0	\$0	\$0	\$504	\$504	\$0	\$0	\$0
<i>Project Cost</i>		\$0	\$0	\$0	\$504	\$504	\$0	\$0	\$0
<i>Federal Cost</i>		\$0	\$0	\$0	\$403	\$403	\$0	\$0	\$0
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Other Cost</i>		\$0	\$0	\$0	\$101	\$101	\$0	\$0	\$0

Comments: CST - \$504,000.00

100063094 - Widen and Resurface Tarver Road from Lato Road to Nuckols Road

PROJECT DESCRIPTION: Resurface

Project #:	Project Length (MI): 2.240		County/City:
P.I. #: 100063094	Existing Lanes:		SPONSOR: Russell Cty
TIP #:	Proposed Lanes:		CONG DIST:
Funding Code:	2014 ADT	2040 ADT	DOT DIST:
Funding:	State/US #:		Local RD#

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 15</i>	<i>FY 16</i>	<i>FY 17</i>	<i>FY 18</i>	<i>Total</i>	<i>FY 19</i>	<i>FY 20</i>	<i>Total</i>
<i>Preliminary Eng.</i>	Fed/Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Construction</i>	Fed/Other	\$0	\$0	\$0	\$392	\$392	\$0	\$0	\$0
<i>Project Cost</i>		\$0	\$0	\$0	\$392	\$392	\$0	\$0	\$0
<i>Federal Cost</i>		\$0	\$0	\$0	\$314	\$314	\$0	\$0	\$0
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Other Cost</i>		\$0	\$0	\$0	\$78	\$78	\$0	\$0	\$0

Comments: CST - \$392,000.00



100064205- Railroad crossing improvements for crossing #728-431G – CR 29 / Bradley Road in Phenix City

PROJECT DESCRIPTION: Railroad crossing improvements

Project #:	Project Length (MI):		County/City:
P.I. #: 100064205	Existing Lanes:		SPONSOR:
TIP #:	Proposed Lanes:		CONG DIST:
Funding Code:	2014 ADT	2040 ADT	DOT DIST:
Funding:	State/US #:		Local RD#

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 15</i>	<i>FY 16</i>	<i>FY 17</i>	<i>FY 18</i>	<i>Total</i>	<i>FY 19</i>	<i>FY 20</i>	<i>Total</i>
<i>Preliminary Eng.</i>	Fed/Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Construction</i>	Fed/State	\$240	\$0	\$0	\$0	\$240	\$0	\$0	\$0
<i>Project Cost</i>		\$240	\$0	\$0	\$0	\$240	\$0	\$0	\$0
<i>Federal Cost</i>		\$216	\$0	\$0	\$0	\$216	\$0	\$0	\$0
<i>State Cost</i>		\$24	\$0	\$0	\$0	\$24	\$0	\$0	\$0
<i>Other Cost</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Comments: CST - \$240,000.00



100064207 – Railroad crossing improvements for crossing #718-992T @ 11th Avenue in Phenix City

PROJECT DESCRIPTION: Railroad crossing improvements

Project #:	Project Length (MI):		County/City:
P.I. #: 100064207	Existing Lanes:		SPONSOR:
TIP #:	Proposed Lanes:		CONG DIST:
Funding Code:	2014 ADT	2040 ADT	DOT DIST:
Funding:	State/US #:		Local RD#

Project Phase	\$ Source	FY 15	FY 16	FY 17	FY 18	Total	FY 19	FY 20	Total
<i>Preliminary Eng.</i>	Fed/Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Construction</i>	Fed/State	\$240	\$0	\$0	\$0	\$240	\$0	\$0	\$0
Project Cost		\$240	\$0	\$0	\$0	\$240	\$0	\$0	\$0
<i>Federal Cost</i>		\$216	\$0	\$0	\$0	\$216	\$0	\$0	\$0
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Other Cost</i>		\$24	\$0	\$0	\$0	\$24	\$0	\$0	\$0

Comments: CST - \$240,000.00



100064208 – Railroad crossing improvements for crossing #718-989K @ 10th Avenue in Phenix City.

PROJECT DESCRIPTION: Railroad crossing improvements

Project #:	Project Length (MI):		County/City:
P.I. #: 100064208	Existing Lanes:		SPONSOR:
TIP #:	Proposed Lanes:		CONG DIST:
Funding Code:	2014 ADT	2040 ADT	DOT DIST:
Funding:	State/US #:		Local RD#

Project Phase	\$ Source	FY 15	FY 16	FY 17	FY 18	Total	FY 19	FY 20	Total
<i>Preliminary Eng.</i>	Fed/Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Construction</i>	Fed/State	\$240	\$0	\$0	\$0	\$240	\$0	\$0	\$0
Project Cost		\$240	\$0	\$0	\$0	\$240	\$0	\$0	\$0
<i>Federal Cost</i>		\$216	\$0	\$0	\$0	\$216	\$0	\$0	\$0
<i>State Cost</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Other Cost</i>		\$24	\$0	\$0	\$0	\$34	\$0	\$0	\$0

Comments: CST - \$240,000.00



100063005 – Railroad Crossing Improvements at CR-29 (Bradley Road) near Phenix City, Ref. #1282, DOT No. 728-431G

PROJECT DESCRIPTION: Railroad Crossing Improvements.

Project #: RH40M	Project Length (MI):		County/City:
P.I. #: 100063005	Existing Lanes:		DOT District: 3
TIP #:	Proposed Lanes:		CONG DIST:
Funding Code:	2007 ADT	2035 ADT	RDC:
Funding: RHCH-RR15 ()	State/US #:		Local RD#

Project Phase	\$ Source	FY 15	FY 16	FY 17	FY 18	Total	FY 19	FY 20	Total
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Construction</i>	Fed/State	\$208	\$0	\$0	\$0	\$208	\$0	\$0	\$0
Project Cost		\$208	\$0	\$0	\$0	\$208	\$0	\$0	\$0
<i>Federal Cost</i>		\$187	\$0	\$0	\$0	\$187	\$0	\$0	\$0
<i>State Cost</i>		\$21	\$0	\$0	\$0	\$21	\$0	\$0	\$0
<i>Local Cost</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Comments: Construction - \$208,000.00



100062983 – Full Depth Reclamation, Widen and Resurface CR-246 from CR-179 to CR-295

PROJECT DESCRIPTION: Widen and Resurface

Project #:	Project Length (MI):		County/City:
P.I. #: 100062983	Existing Lanes:		DOT District: 3
TIP #:	Proposed Lanes:		CONG DIST:
Funding Code:	2007 ADT	2035 ADT	RDC:
Funding: STPAA-4114 ()	State/US #:		Local RD#

Project Phase	\$ Source	FY 15	FY 16	FY 17	FY 18	Total	FY 19	FY 20	Total
<i>Preliminary Eng.</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Construction</i>	Fed/State	\$698	\$0	\$0	\$0	\$698	\$0	\$0	\$0
Project Cost		\$698	\$0	\$0	\$0	\$698	\$0	\$0	\$0
<i>Federal Cost</i>		\$559	\$0	\$0	\$0	\$559	\$0	\$0	\$0
<i>State Cost</i>		\$139	\$0	\$0	\$0	\$139	\$0	\$0	\$0
<i>Local Cost</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Comments: Construction - \$698,880.00



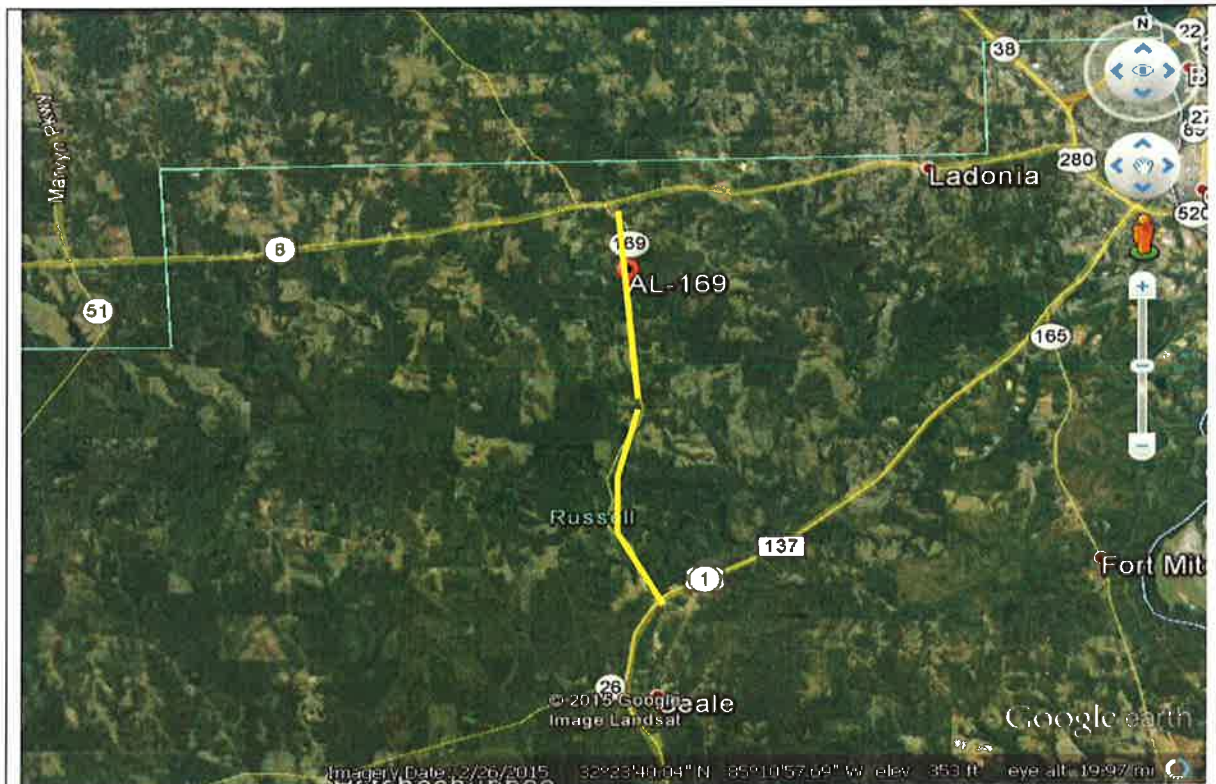
100064755 – Level and Resurface SR-169 from the Junction of SR-1 (US-431) to the Junction of SR-8 (US-80)

PROJECT DESCRIPTION: Resurface.

Project #: SAAME	Project Length (MI):		County/City: Phenix City
P.I. #: 100064755	Existing Lanes:		DOT District:
TIP #:	Proposed Lanes:		CONG DIST:
Funding Code:	2015 ADT	2040 ADT	RDC:
Funding: STPAA 0169	State/US #:		Local RD#

<i>Project Phase</i>	<i>\$ Source</i>	<i>FY 15</i>	<i>FY 16</i>	<i>FY 17</i>	<i>FY 18</i>	<i>Total</i>	<i>FY 19</i>	<i>FY 20</i>	<i>Total</i>
<i>Preliminary Eng.</i>	Fed/State	\$0	\$2,391	\$0	\$0	\$2,391	\$0	\$0	\$0
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Construction</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Project Cost</i>		\$0	\$2,391	\$0	\$0	\$2,391	\$0	\$0	\$0
<i>Federal Cost</i>		\$0	\$1,913	\$0	\$0	\$1,913	\$0	\$0	\$0
<i>State Cost</i>		\$0	\$478	\$0	\$0	\$478	\$0	\$0	\$0
<i>Local Cost</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Comments: FM - \$2,391,171.00



Transit Projects

- P.I. 100057102 Section 5307 Transit, Phenix City (Lee Russell Council of Gov)
Preventive Maintenance FY 2015
\$79,000.00 (\$63,200 Federal & \$15,800 Local)
- P.I. 100062246 Section 5307 Transit Phenix City (Lee Russell Council of Gov)
Capital Rolling Stock FY 2015
\$120,000.00 (\$96,000 Federal & \$24,000 Local)
- P.I. 100062247 Section 5307 Transit Phenix City (Lee Russell Council of Gov)
Capital Support Equipment (Bike Racks) begin Oct 2014
\$4,000.00 (\$3,600 Federal & \$400 Local)

WEB TELUS

ALDOT utilizes the Transportation Economic Land Use System (TELUS) as a medium for information exchange between it and Alabama's MPOs. TELUS is a fully functional, integrated, computerized information-management and decision-support system, designed specifically for metropolitan planning organizations and state departments of transportation. The main purpose of TELUS is to provide user-friendly, comprehensive, and efficient tools for managing Transportation Improvement Programs (TIP), while meeting the planning and programming requirements of MAP-21. ALDOT specifically employs Web TELUS which is a web-based version of its desktop and network-based platforms. Using the Web TELUS platform, MPOs can use web browsers as an interface to available project information. TELUS reports detail project information such as Project Number, Project Description, Project Type, and Project Cost among other items. (The preceding adopted in part from www.telus-national.org).

TELUS SYSTEM PROJECT DEFINITIONS

2.4.1 Surface Transportation Attributable Projects

Surface Transportation is a Fed-aid highway funding program that funds a broad range of surface transportation capital needs, including many roads, transit, seaport and airport access, vanpool, bicycle, and pedestrian facilities. This funding was originally established under TEA-21 and reinforced in SAFETEA-LU. An example would be: projects using funds coded STPHV in TELUS indicates Surface Transportation Urban Area funding for Huntsville, AL.

2.4.2 Other Surface Transportation Program Projects

Surface Transportation funding has been discussed earlier. In addition, there are at least 37 different codes for fund sourcing under the category of Other Surface Transportation funding. These types of funds may be used for capacity, bridge work, intersection, and other operational improvements. In TELUS, for example, coding of STPAA indicates Surface Transportation Program Any Area.

2.4.3 National Highway System / Interstate Maintenance / NHS Bridge Projects

The National Highway System (NHS) includes the Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility. The NHS was developed by the Department of Transportation (DOT) in cooperation with the states, local officials, and metropolitan planning organizations (MPOs). This category now includes Interstate Maintenance activities as well as the NHS bridges.

2.4.4 Appalachian Highway System Projects

TEA-21 provided funding under Section 1117 for funding of highway corridor projects in 13 states to promote economic development. This program was continued under SAFETEA-LU, but not MAP-21. The category will remain in place until all program funds are expended and projects completed.

2.4.5 Transportation Alternatives Program (TAP)

This program was authorized under MAP-21 (Section 1122) and replaces most of the project activities under SAFETEA-LU Transportation Enhancement guidelines and provides some flexibility in shifting funds to and from other programs, a feature not available under the former program.

23 USC 213(b) should be reviewed carefully for eligible and ineligible applications under the TAP provision, and with particular attention to eligible project sponsors.

Eligible activities under TAP (truncated) [23 USC 213(b)]:

- Construction, planning, and design of on-road and off-road activities for pedestrians, bicyclist, and other non-motorized forms of transportation.
- Construction, planning, and design of infrastructure-related projects. (Safe Routes and ADA projects are included here).
- Conversion and use of abandoned railroad corridors.
- Construction of turnouts, overlooks, and viewing areas.
- Community Improvement activities, such as:
 - Control of outdoor advertising
 - Preservation and rehabilitation of historic transportation facilities.
 - Vegetation management in rights-of-way.
 - Archaeological activities relating to project impacts mitigation.
- Environmental mitigation activity, including pollution prevention and abatement, and mitigation to:
 - Address stormwater management and control, and water pollution prevention and abatement related to highway runoff.
 - Reducing wildlife mortality and maintain connectivity among habitats.
- Recreational trails program (23 USC 206).
- Safe Routes to School program projects under 1404(f) of SAFETEA-LU.
 - Infrastructure-related.
 - Non-infrastructure-related.
 - Safe Routes to School Coordinator.
- Planning, Design, or construction of boulevards and other roadways in the ROW of former Interstate System routes or other divided highways.

2.4.6 Bridge Projects (State and Federal)

This includes new facility construction, existing bridge repair, and/or replacement. Projects selected by ALDOT are based on regional needs, maintenance and inspection criteria (sufficiency ratings), and available funding. If sufficiency ratings fall below a certain point, the bridge is automatically scheduled for repair or replacement.

2.4.7 State Funded Projects

These are typically smaller projects or phases of larger projects for which there is no Federal funding available, a county or municipality is participating with the state to proceed on a project rather than wait on Federal assistance (funds either not available or cannot be used on a certain project type), or in which the state simply chooses to do certain projects or project types with state funds. Existing project examples would include a resurfacing, patching, and striping project within a municipal city limits, a training program on non-reimbursable state grant, DBE training extended beyond Federal funding limits, or industrial access. There are a variety of scenarios in which this type of project would be done.

2.4.8 Enhancement Projects

This category is eliminated in MAP-21, with many of the activities covered under Enhancement now being covered under the **Transportation Alternatives Program (TAP)** (see 2.4.5). The 2.4.8 remains in place, however, because there is still funding available under this program and the category will be taken down once funding is exhausted. Enhancement activities no longer covered under TAP include (truncated):

- Safety and educational activities for pedestrians and bicyclists.
- Acquisition of scenic easements or historical sites.
- Landscaping and scenic beautification.
- Historic preservation and rehabilitation, including railroad and canal facilities. (Some exceptions – see Section 101(a)(29)(E).
- Archaeological planning and research. (Under TAP, certain mitigation measures related to project impacts are covered).
- Establishment of Transportation museums.

2.4.9 Transit Projects

Local transit operators provide projects to the MPOs in priority order, and they in turn use these to develop a Four or Five Year Transit Development Plan (TDP). Transit projects are required for the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP), and typically appear in these documents as *funding actions*, and carrying an ALDOT project number.

2.4.10 System Maintenance Projects

Roadway and bridge maintenance is provided according to system specifications, facility-life maintenance scheduling, and available funding. Projects are usually assigned a “99” code designation.

2.4.11 Safety Projects

MAP-21 retains the SAFETEA-LU and original TEA-21 Highway Safety Improvement Program (HSIP) to continue comprehensive funding to states for specific types of projects. The program requires a state to develop a Statewide Highway Safety Plan (SHSP) and projects must be included in the plan.

2.4.12 Other Federal and State Aid Projects

This is a miscellaneous category for projects that do not fit easily into other categories. Some sample funding codes are: PLN8 (Surface Transportation Metropolitan Planning), SPAR (State Planning and Research), STRP (State Revenue Sharing), UABC (Urban Extension), and CMAQ (Congestion Mitigation Air Quality).

2.4.13 High Priority and Congressional Earmark Projects

High Priority funding is project-specific funding provided by TEA-21, extended by SAFETEA-LU and again in MAP-21. Congressional Earmarks are legislative actions providing funding for a specific purpose or project outside the normal funding allocation process. Although High Priority funding continues, *Congressional Earmark* designation remains only because some projects under this designation have not been completed.

Authorized Projects

This is a category or listing of *Preceding Year Projects (2014) that have been approved or authorized* for federal funding by FHWA or FTA. An annual listing of obligated projects is required in the Transportation Improvement Program (23 CFR 450.314(a) and .332(b)).

TRANSIT

PROJECTS AND FINANCIAL PLAN

FISCAL YEAR 2015-2018



TRANSIT INDEX

Apportionment of Section 5307 Funds	4-1
FY 2014 - 5307 Funding Balance	4-2
Transit Financial Plan	4-3

GEORGIA

Funding Summary	4-4
-----------------	-----

METRA

Transit Financial Plan	4-4a
Operating, Capital and Planning Schedule	4-5
Capital Expense Justification	4-6
Bus Replacement Schedule	4-7
Columbus Transit (5307, 5316, 5317, TIA)	4-8

MUSCOGEE COUNTY

Section 5303 Capital Schedule	4-9
-------------------------------	-----

ALABAMA

Funding Summary	4-10
-----------------	------

PEX

Operating/Capital/Planning Schedule	4-11
Capital Expense Justification	4-12
Bus Replacement Schedule	4-13

TIER II

METRA – Capital/Planning/Operating Schedule	4-14
PEX – Capital/Planning/Operating Schedule	4-15

**COLUMBUS-PHENIX CITY TRANSPORTATION STUDY
TRANSPORTATION IMPROVEMENT PROGRAM**

FY15 APPORTIONMENT OF SECTION 5307 FUNDS

FEDERAL TRANSIT ADMINISTRATION (FTA) PUBLIC TRANSPORTATION FUNDS	COLUMBUS & FT. BENNING	PHENIX CITY	TOTAL
Basis Information			
Population	230,208	36,185	266,393
Area Square Miles	229.91	24.80	254.71
Revenue Miles in FY13	1,134,295	147,659	1,281,954
Variables Used In FTA Formula			
Population	242,324	36,185	278,509
Population Density	1,001.30	0.00	1,001.296
Revenue Miles in FY13	1,134,295	147,659	1,281,954
FY13 Sub-apportionment Of Funds			
Operating/Capital/Planning	\$0	\$0	\$0
Capital/Planning	\$2,251,405	\$185,488	\$2,436,893
Enhancement	\$0	\$0	\$0
Total	\$2,251,405	\$185,488	\$2,436,893
Deobligations:			
Section 5307			
Operating/Capital/Planning	\$0	\$0	\$0
Capital/Planning	\$0	\$0	\$0
Section 5307			
Operating/Capital/Planning	\$0	\$0	\$0
Capital/Planning	\$0	\$0	\$0
Carry Over: FY11,12 Funds			
Operating/Capital/Planning	\$0	\$0	\$0
Capital/Planning	\$4,426,532	\$0	\$4,426,532
Enhancement	\$442,653	\$0	\$442,653
Total Deobligations/Carry Over			
Operating/Capital/Planning	\$0	\$0	\$0
Capital/Planning	\$4,426,532	\$0	\$4,426,532
Enhancement	\$442,653	\$0	\$442,653
Available Funding			
Operating/Capital/Planning	\$2,251,405	\$185,488	\$2,436,893
Enhancement	\$442,653	\$0	\$442,653
Capital/Planning	\$4,426,532	\$0	\$4,426,532
Total	\$6,677,937	\$185,488	\$6,863,425

**COLUMBUS-PHENIX CITY TRANSPORTATION STUDY
TRANSPORTATION IMPROVEMENT PROGRAM**

Columbus, Georgia Section
FY14 5307 Funding and Balance

Federal Transit Administration (FTA) Available Funds	Columbus	Phenix City	Total
Operating/Capital/Planning	\$2,251,405	\$185,488	\$2,436,893
Capital/Planning	\$4,426,532	\$0	\$4,426,532
Total	\$6,677,937	\$185,488	\$6,863,425

METRA	FTA	State DOT Match	Local Match	Total
FY14 Application				
Operating	\$0	\$0	\$3,246,429	\$3,246,429
Capital/Planning	\$1,592,219	\$199,028	\$199,028	\$1,990,275
Total	\$1,592,219	\$199,028	\$3,445,457	\$5,236,704

**COLUMBUS-PHENIX CITY TRANSPORTATION STUDY
TRANSPORTATION IMPROVEMENT PROGRAM**

TRANSIT FINANCIAL PLAN

TITLE 49 U.S.C. SECTION 5307 OPERATING / CAPITAL / PLANNING	FY15	FY16	FY17	FY18
Federal Funding Projections				
New Apportionment	\$2,251,405	\$2,363,975	\$2,482,174	\$2,165,592
Carryover From Previous Years	\$4,426,532	\$3,965,592	\$2,165,592	\$0
Total Operating / Capital / Planning Funds Available	\$6,677,937	\$6,329,567	\$4,647,766	\$2,165,592
Columbus - METRA Portion of Funds	\$5,236,704	\$6,144,079	\$4,462,278	\$1,980,104
Phenix City - PEX Portion of Funds	\$185,488	\$185,488	\$185,488	\$185,488
Operating Cost Projections				
Columbus - METRA				
Total Operating Cost	\$3,246,429	\$3,408,750	\$3,579,188	\$3,758,147
FTA Share	\$0	\$0	\$0	\$0
Balance Of FTA Funds / Carry Over To Next FY	\$0	\$0	\$0	\$0
Phenix City - PEX				
Total Operating Cost	\$185,488	\$185,488	\$185,488	\$185,488
FTA Share	\$0	\$0	\$0	\$0
Balance Of FTA Funds / Carry Over To Next FY	\$185,488	\$185,488	\$185,488	\$185,488

TITLE 49 U.S.C. SECTION 5307 CAPITAL / PLANNING	FY15	FY16	FY17	FY18
Federal Funding Projections				
New Apportionment	\$2,251,405	\$2,363,975	\$2,482,174	\$2,165,592
Carryover From Previous Years	\$4,426,532	\$3,965,592	\$2,165,592	\$0
Total Capital /Planning Funds Available	\$6,677,937	\$6,329,567	\$4,647,766	\$2,165,592
Columbus - METRA Portion of Funds	\$5,236,704	\$6,144,079	\$1,980,104	\$1,980,104
Phenix City - PEX Portion of Funds	\$185,488	\$185,488	\$185,488	\$185,488
Capital / Planning Cost Projections				
Columbus - METRA				
Total Capital / Planning Cost	\$1,744,285	\$2,089,789	\$2,194,278	\$2,756,558
FTA Share	\$1,395,428	\$1,671,831	\$1,755,422	\$2,205,246
Balance Of FTA Funds / Carry Over To Next FY	\$3,841,276	\$4,472,248	\$224,682	(\$225,142)
Phenix City - PEX				
Total Capital / Planning Cost	\$185,488	\$185,488	\$185,488	\$185,488
FTA Share	\$148,390	\$148,390	\$148,390	\$148,390
Balance Of FTA Funds / Carry Over To Next FY	\$37,098	\$37,098	\$37,098	\$37,098
Total Balance Of FTA Funds / Carry Over To Next FY	\$3,878,374	\$4,509,345	\$261,779	(\$188,045)

TRANSIT
GEORGIA PORTION

**COLUMBUS-PHENIX CITY TRANSPORTATION STUDY
TRANSPORTATION IMPROVEMENT PROGRAM**

FUNDING SUMMARY - GEORGIA PORTION

FUNDING SOURCE	FY15	FY16	FY17	FY18
FEDERAL				
Capital/Planning				
Title 49 U.S.C. Section 5307	\$1,592,219	\$1,671,831	\$1,755,423	\$2,205,247
Title 49 U.S.C. Section 5303	\$0	\$98,603	\$104,432	\$2,205,247
Operating				
Title 49 U.S.C. Section 5307	\$0	\$0	\$0	\$2,205,247
SUBTOTAL	\$1,592,219	\$1,770,434	\$1,859,855	\$6,615,741
STATE				
Capital/Planning				
Title 49 U.S.C. Section 5307 Match	\$199,028	\$208,979	\$219,428	\$275,656
Title 49 U.S.C. Section 5303 Match	\$104,968	\$12,325	\$13,054	\$275,656
Title 49 U.S.C. Section 5309 Match	\$0	\$0	\$0	\$275,656
Operating				
Title 49 U.S.C. Section 5307 Match	\$0	\$0	\$0	\$0
Title 49 U.S.C. Section 5309 Match	\$0	\$0	\$0	\$0
SUBTOTAL	\$303,996	\$221,304	\$232,482	\$826,968
LOCAL				
Capital/Planning				
Title 49 U.S.C. Section 5307 Match	\$199,026	\$208,979	\$219,428	\$275,656
Title 49 U.S.C. Section 5303 Match	\$11,663	\$12,325	\$13,054	\$13,855
Operating				
Title 49 U.S.C. Section 5307 Match	\$3,246,429	\$3,408,750	\$3,579,188	\$3,758,147
SUBTOTAL	\$3,457,118	\$3,630,054	\$3,811,670	\$4,047,658
TOTAL BY SECTION				
Capital/Planning				
Title 49 U.S.C. Section 5307 Match	\$1,990,273	\$2,089,789	\$2,194,279	\$2,756,559
Title 49 U.S.C. Section 5303 Match	\$116,631	\$123,254	\$130,540	\$2,494,758
Title 49 U.S.C. Section 5309 Match	\$0	\$0	\$0	\$275,656
Operating				
Title 49 U.S.C. Section 5307 Match	\$3,246,429	\$3,408,750	\$3,579,188	\$5,963,394
Title 49 U.S.C. Section 5309 Match	\$0	\$0	\$0	\$0
GRAND TOTAL	\$5,353,333	\$5,621,793	\$5,904,007	\$11,490,367

FINANCIAL CAPACITY STATEMENT OF THE COLUMBUS TRANSIT SYSTEM

PURPOSE

This documentation demonstrates the financial capacity of METRA to support the program of projects described in the Transportation Improvement Program (TIP). The Federal Transit Administration (FTA) Circular 7008.1 requires financial capacity analysis of the grantees before making any grants.

SCOPE

The FTA Act, Section 5303 requires each recipient to perform financial analysis and self certify if grantee is a recipient of Section 5307 Grant. There are two aspects of financial capacity: the general financial conditions and the financial capability.

A. FINANCIAL CONDITIONS:

The Financial Condition refers to working capital levels, current asset versus current liabilities, capital reserve and the presence and status of depreciation accounts, debt levels, trend in transit costs compared to available revenue and trends in relevant economic indicators.

METRA is a department of the Columbus Consolidated Government. METRA submits its budget to the City annually. The City evaluates and approves METRA's budget together with all other departments. The City does not have any debt specific to transit operation.

B. FINANCIAL CAPABILITY:

The Financial Capability refers to the stability and reliability of revenue sources to meet future annual capital cost. Financial Capability considers the nature of funds pledged to support operating deficits and capital programs and forecasted changes in fare and non-fare revenues.

The Funding Summary show financial projects through fiscal year 2012. Any deficit will be met by increasing subsidy from the general city funds.

COLUMBUS-PHENIX CITY TRANSPORTATION STUDY
TRANSPORTATION IMPROVEMENT PROGRAM
COLUMBUS TRANSIT - METRA
FINANCIAL PLAN

	TOTAL OPERATING / CAPITAL / PLANNING SCHEDULE						
FUNDING		FY15	FY16	FY17	FY18	TOTAL	
	TOTAL PROGRAM COST	\$5,236,704	\$5,498,539	\$5,773,467	\$6,514,706	\$23,023,415	
	FEDERAL COST	\$1,592,220	\$1,671,831	\$1,755,423	\$2,205,247	\$7,224,720	
	STATE COST	\$199,028	\$208,979	\$219,428	\$275,656	\$903,090	
	LOCAL COST	\$3,445,457	\$3,617,729	\$3,798,616	\$4,033,803	\$14,895,605	
	DOT DISTRICT#: 3	CONG. DIST: 2 and 3	RDC: Lower Chatt				
	CAPITAL / PLANNING SCHEDULE FOR PUBLIC TRANSIT						
FUNDING	CAPITAL ITEM/DESCRIPTION	UNIT COST	FY15	FY16	FY17	FY18	TOTAL
	P.I. Number		T001551				
Section 5307	Preventive Maintenance	Varies	\$791,605	\$831,185	\$872,745	\$916,382	\$3,411,917
	Tire Leasing (Tires, Tubes, Materials)	Varies	\$50,000	\$52,500	\$55,125	\$57,881	\$215,506
	Engine Rebuild Program	Varies	\$50,000	\$52,500	\$55,125	\$73,000	\$230,625
	Transmission Rebuild Program	Varies	\$50,000	\$52,500	\$55,125	\$53,000	\$210,625
	Paratransit Operations	Varies	\$68,580	\$72,009	\$75,609	\$74,000	\$290,198
	Training	Varies	\$30,000	\$31,500	\$33,075	\$30,000	\$124,575
	Operational Equipment	Varies	\$136,100	\$142,905	\$150,050	\$610,000	\$1,039,055
	Transit Enhancements	Varies	\$20,000	\$21,000	\$22,050	\$23,153	\$86,203
	Supervisory Replacement Vehicle	One	\$18,000	\$18,900	\$19,845	\$20,837	\$77,582
	Hybrid Electric Bus	One	\$530,000	\$556,500	\$584,325	\$613,541	\$2,284,366
	Total Capital Cost		\$1,744,285	\$1,831,499	\$1,923,075	\$2,471,794	\$7,970,653
	Federal Cost (80%)		\$1,395,428	\$1,465,199	\$1,538,460	\$1,977,435	\$6,376,522
	State Cost (10%)		\$174,429	\$183,150	\$192,307	\$247,179	\$797,065
	Local Cost (10%)		\$174,429	\$183,150	\$192,307	\$247,179	\$797,065
			\$1,744,285	\$1,831,499	\$1,923,075	\$2,471,794	\$7,970,653
	TRANSIT PLANNING		FY15	FY16	FY17	FY18	TOTAL
	P.I. Number						
	Unified Planning Work Activities		\$245,990	\$258,290	\$271,204	\$284,764	\$1,060,248
	Total Planning Cost		\$245,990	\$258,290	\$271,204	\$284,764	\$1,060,248
	TOTAL CAPITAL / PLANNING COST		\$1,990,275	\$2,089,789	\$2,194,279	\$2,756,558	\$9,030,900
	FEDERAL COST (80%)		\$1,592,220	\$1,671,831	\$1,755,423	\$2,205,247	\$7,224,720
	STATE COST (10%)		\$199,028	\$208,979	\$219,428	\$275,656	\$903,090
	LOCAL COST (10%)		\$199,028	\$208,979	\$219,428	\$275,656	\$903,090
FUNDING	OPERATING SCHEDULE FOR PUBLIC TRANSIT						
	OPERATING COSTS		FY15	FY16	FY17	FY18	TOTAL
	P.I. Number						
Title 49 U.S. C Section 5307	TOTAL OPERATING COST		\$3,246,429	\$3,408,750	\$3,579,188	\$3,758,147	\$13,992,515
	FEDERAL COST						
	LOCAL COST		\$3,246,429	\$3,408,750	\$3,579,188	\$3,758,147	\$13,992,515

COLUMBUS-PHENIX CITY TRANSPORTATION STUDY
TRANSPORTATION IMPROVEMENT PROGRAM
COLUMBUS TRANSIT - METRA
CAPITAL PURCHASES

Item	JUSTIFICATION FOR FY12 SECTION 5307 CAPITAL PURCHASES	Federal	State	Local	FY 15 Cost
Preventive Maintenance	All transit items allowed under the Federal Transit Administration definition of preventive maintenance for TMA's who provide public transportation	\$633,284	\$79,161	\$79,161	\$791,606
Tire Leasing (Tires, Tubes, Materials)	Tire leasing was determined in FY01 to be the least expensive way to replace worn out tires on revenue vehicles. METRA has leased tires, tubes, and tire materials since this date	\$40,000	\$5,000	\$5,000	\$50,000
Engine Rebuild Program	METRA coaches and minibuses are equipped with several sizes of engines. Engines are rebuilt and installed in fixed route and DAR buses as needed	\$40,000	\$5,000	\$5,000	\$50,000
Transmission Rebuild Program	METRA replaces transmissions with rebuilt transmissions on fixed route and DAR buses as needed	\$40,000	\$5,000	\$5,000	\$50,000
Paratransit Operations Staff	Salaries and benefits for DAR (ADA) staff	\$54,864	\$6,858	\$6,858	\$68,580
Replacement Supervisory Vehicle	Replacement for a supervisory vehicle that is beyond it's useful life	\$14,400	\$1,800	\$1,800	\$18,000
Hybrid Electric Bus	Replacement for a bus that is beyond it's useful life	\$424,000	\$53,000	\$53,000	\$530,000
Transit Training	Training on regulations, equipment/repairs, and other FTA/GDOT requirements	\$24,000	\$3,000	\$3,000	\$30,000
Operational Equipment	Replace and purchase operations equipment beyond useful life	\$108,880	\$13,610	\$13,610	\$136,100
Transit Enhancements	Replace and purchase Transit Enhancements beyond useful life	\$16,000	\$2,000	\$2,000	\$20,000
	TOTAL 5307	\$1,411,428	\$176,429	\$176,429	\$1,784,286

**DEPARTMENT OF TRANSPORTATION / METRA
BUS REPLACEMENT SCHEDULE FY15**

tbl-251415

BUS MODEL	Annual Element	YR1	YR2	YR3	YR4	YR5	YR6	YR7	YR8	YR9	YR10	YR11	YR12
	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27
NEW VEHICLES	2	5	0	2	4	6	3	5	0	6	6	5	4
TOTAL VEHICLE	40	40	40	40	40	40	40	40	40	38	38	38	40
PEAK USAGE	22	22	22	22	22	22	22	22	22	22	22	22	22
CONTINGENCY	6	6	8	8	8	8	8	8	8	8	8	8	6
SPARE	12	12	12	12	12	12	12	12	12	10	10	10	12
SPARE RATIO	55%	55%	55%	55%	55%	55%	55%	55%	55%	55%	45%	45%	55%
VEHICLES RETIRED	2	5	0	2	4	6	3	5	0	6	6	5	4

BUS MODEL	Annual Element	YR1	YR2	YR3	YR4	YR5	YR6	YR7	YR8	YR9	YR10	YR11	YR12
	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27
NEW VEHICLES	0	3	0	0	4	4	3	3	0	4	4	3	2
2002 Chance Trolley	1												
2003 LF New Flyer	5	3	3	3									
2005 LF Orion 30'	2	2	2	2	2								
2005 Optima Trolley 30'	1	1	1	1	1								
2006 International	1	1	1	1	1								
2008 LF Gillig	3	3	3	3	3	3							
2009 LF Gillig	3	3	3	3	3	3	3						
2010 LF Gillig Trolley	4	4	4	4	3	3	3	3	3				
2011 LF Gillig	4	4	4	4	4	4	4	3	3	2			
2012 Orion	4	4	4	4	4	4	4	4	4	4	2		
2016		3	3	3	3	3	3	3	3	3	3	3	1
2019					4	4	4	4	4	4	4	4	4
2020						4	4	4	4	4	4	4	4
2021							3	4	4	4	4	4	4
2022								3	3	3	3	3	3
2024										4	4	4	4
2025											4	4	4
2026												3	3
2027													2
TOTAL VEHICLES	28	28	28	28	28	28	28	28	28	28	28	29	29
PEAK USAGE	16	16	16	16	16	16	16	16	16	16	16	16	16
CONTINGENCY	6	8	8	8	8	8	8	8	8	8	8	8	8
SPARE	6	6	6	6	6	6	6	6	6	6	6	6	6
SPARE RATIO	38%	38%	38%	38%	38%	38%	38%	38%	38%	38%	38%	38%	38%
VEHICLES RETIRED	0	3	0	0	4	4	3	3	0	4	4	3	2

BUS MODEL	Annual Element	YR1	YR2	YR3	YR4	YR5	YR6	YR7	YR8	YR9	YR10	YR11	YR12
	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27
NEW VEHICLES	2	2	0	2	0	2	0	2	0	2	2	2	2
2008 Goshen	4	4	4	2	2								
2012 Goshen	2	2	2	2	2	2	2						
2014 Goshen	2	2	2	2	2	2	2	2	2				
2015 Goshen	2	2	2	2	2	2	2	2					
2016		2	2	2	2	2	2	2	2	2			
2018				2	2	2	2	2	2	2	2		
2020						2	2	2	2	2	2	2	
2022								2	2	2	2	2	2
2024										2	2	2	2
2025											2	2	2
2026												2	2
2027													2
TOTAL VEHICLE	12	12	12	12	12	12	12	12	10	10	10	10	10
PEAK USAGE	6	6	6	6	6	6	6	6	6	6	6	6	6
SPARE	6	6	6	6	6	6	6	6	4	4	4	4	4
SPARE RATIO	100%	100%	100%	100%	100%	100%	100%	100%	67%	67%	67%	67%	67%
VEHICLES RETIRED	2	2	0	2	0	2	0	2	0	2	2	2	2

COLUMBUS-PHENIX CITY TRANSPORTATION STUDY
TRANSPORTATION IMPROVEMENT PROGRAM
COLUMBUS TRANSIT - METRA

	Capital Item & Description	Quantity	Unit Cost	FY15	FY16	FY17	FY18	Total
Section 5307	30-35 Ft. Hybrid Electric/Diesel Low Floor Buses (FR or DAR) or	1	\$530,000	\$530,000				\$530,000
	Cont'd 30-35 Ft. Hybrid Electric/Clean Diesel Low Floor Buses (FR	3	\$530,000		\$795,000	\$3,577,500	\$5,366,250	\$9,738,750
	<30 Ft. Transit Coaches (FR or DAR)					\$0	\$0	\$0
	Capital Funding - Section 5307			\$530,000	\$795,000	\$3,577,500	\$5,366,250	\$10,268,750
	Federal Cost (80%)			\$424,000	\$636,000	\$2,862,000	\$4,293,000	\$8,215,000
	State Cost (10%)			\$53,000	\$79,500	\$357,750	\$536,625	\$1,026,875
	Local Cost (10%)			\$53,000	\$79,500	\$357,750	\$536,625	\$1,026,875
	Total Capital Funding Section 5307			\$530,000	\$795,000	\$3,577,500	\$5,366,250	\$10,268,750

	Description	FY15	FY16	FY17	FY18	Total
Section 5316	Job Access and Reverse Commute (JARC)					
	(JARC rolled in to 5307 in FY2015)					
	Funding - Section 5316					
	Federal Cost (80%)	\$108,000	\$150,000	\$165,000	\$180,000	\$450,000
	State Agency (10%)	\$13,500	\$18,750	\$20,625	\$22,500	\$55,375
	Local Cost (10%)	\$13,500	\$18,750	\$20,625	\$22,500	\$55,375
	Total Funding Section 5316	\$135,000	\$187,500	\$206,250	\$225,000	\$555,750

	Description	FY15	FY16	FY17	FY18	Total
Section 5317	New Freedom	\$86,129	\$98,129	\$110,129	\$122,129	\$416,516
	(New Freedom rolled into 5307 in FY2015)					
	Funding - Section 5317					
	Federal Cost (80%)	\$68,903	\$78,503	\$88,103	\$97,703	\$233,212
	State Agency (10%)	\$8,613	\$9,813	\$11,013	\$12,213	\$29,439
	Local Cost (10%)	\$8,613	\$9,813	\$11,013	\$12,213	\$29,439
	Total Funding Section 5317	\$86,129	\$98,129	\$110,129	\$122,129	\$416,516

	Description	FY15	FY16	FY17	FY18	Total
T SPLOST Section	TIA Capital, Operating and Planning Costs	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$10,000,000
		\$0	\$0	\$0	\$0	\$0
	Funding - Section					
	Federal Cost (%)	\$0	\$0	\$0	\$0	\$0
	State Agency (%)	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$10,000,000
	Local Cost (%)	\$0	\$0	\$0	\$0	\$0
	Total Funding Section	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$10,000,000

**COLUMBUS-PHENIX CITY TRANSPORTATION STUDY
TRANSPORTATION IMPROVEMENT PROGRAM**

PUBLIC TRANSPORTATION - MUSCOGEE COUNTY

PLANNING SCHEDULE							
FUNDING	JUSTIFICATION	FY15	FY16	FY17	FY18	TOTAL	
P.I. Number		T001557					
Title 49 U.S.C. Section 5303 (Federal Funds pass- through GDOT to METRA)		\$116,631	\$123,254	\$130,540	\$138,554	\$508,979	
	PROJECT COST	\$116,631	\$123,254	\$130,540	\$138,554	\$508,979	
	FEDERAL COST 80%	\$93,305	\$98,603	\$104,432	\$110,843	\$407,183	
	STATE COST 10%	\$11,663	\$12,325	\$13,054	\$13,855	\$50,898	
	LOCAL COST 10%	\$11,663	\$12,325	\$13,054	\$13,855	\$50,898	
	DOT DISTRICT#: 3	CONG. DIST: 2 and 3					

TRANSIT

ALABAMA PORTION

**COLUMBUS-PHENIX CITY TRANSPORTATION STUDY
TRANSPORTATION IMPROVEMENT PROGRAM**

FUNDING SUMMARY - ALABAMA PORTION

FUNDING SOURCE	TIP			
	FY 15	FY 16	FY 17	FY 18
FEDERAL				
Capital				
Title 49 U.S.C. Section 5307	\$247,200	\$254,616	\$262,254	\$270,112
Title 49 U.S.C. Section 5309	\$0	\$0	\$0	\$0
Operating				
Title 49 U.S.C. Section 5307	\$135,453	\$139,517	\$143,702	\$0
Title 49 U.S.C. Section 5309	\$0	\$0	\$0	\$0
FEDERAL SUBTOTAL	\$382,653	\$394,133	\$405,956	\$270,112
LOCAL				
Capital				
Title 49 U.S.C. Section 5307 Match	\$142,800	\$24,200	\$26,400	\$29,040
Title 49 U.S.C. Section 5309 Match	\$0	\$0	\$0	\$0
Operating				
Title 49 U.S.C. Section 5307 Match	\$213,387	\$261,016	\$287,117	\$315,829
Title 49 U.S.C. Section 5309 Match	\$0	\$0	\$0	\$0
LOCAL SUBTOTAL	\$356,187	\$285,216	\$313,517	\$344,869
GRAND TOTAL	\$738,840	\$679,349	\$719,473	\$614,981

"All projected costs of Alabama projects are in Year of Expenditure (YOE) dollars."

**COLUMBUS-PHENIX CITY TRANSPORTATION STUDY
TRANSPORTATION IMPROVEMENT PROGRAM
PHENIX CITY - PEX**

TOTAL OPERATING / CAPITAL / PLANNING SCHEDULE

FUNDING		FY15	FY16	FY17	FY18	TOTAL
Title 49 U.S.C. Section 5307	TOTAL PROGRAM COST	\$760,100	\$782,903	\$806,390	\$830,582	\$3,179,975
	FEDERAL COST	\$382,653	\$394,133	\$405,957	\$418,135	\$1,600,877
	LOCAL COST	\$458,447	\$472,200	\$486,366	\$500,957	\$1,917,971
	DOT DISTRICT#: CONG. DIST: RDC: Lee-Russell					

CAPITAL / PLANNING SCHEDULE FOR PUBLIC TRANSPORTATION

FUNDING	TOTAL ITEM/DESCRIPTION	UNIT COST	FY15	FY16	FY17	FY18	TOTAL
Title 49 U.S.C. Section 5307	Bus Replacement	Varies	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000
	Preverative Maintenance	Varies	\$85,000	\$89,250	\$93,173	\$98,398	\$366,361
	Bus Bicycle Racks	Varies	\$4,000	\$4,000	\$4,000	\$0	\$12,000
	Subtotal		\$189,000	\$193,250	\$197,713	\$198,398	\$778,361
	TOTAL CAPITAL COST		\$189,000	\$193,250	\$197,713	\$198,398	\$778,361
	FEDERAL COST (80% or Full FTA fund		\$151,200	\$154,600	\$158,170	\$158,719	\$622,689
	LOCAL COST (20% or the Balan		\$37,800	\$38,650	\$39,543	\$39,680	\$155,672

TOTAL OPERATING / CAPITAL / PLANNING SCHEDULE

FUNDING		FY15	FY16	FY17	FY18	TOTAL
Title 49 U.S.C. Section 5309	TOTAL PROGRAM COS	\$0	\$0	\$0	\$0	\$0
	FEDERAL COS	\$0	\$0	\$0	\$0	\$0
	LOCAL COST	\$0	\$0	\$0	\$0	\$0
	DOT DISTRICT#: CONG. DIST: RDC: Lee-Russell					

CAPITAL / PLANNING SCHEDULE FOR PUBLIC TRANSPORTATION

FUNDING	TOTAL ITEM/DESCRIPTION	UNIT COST	FY15	FY16	FY17	FY18	TOTAL
Title 49 U.S.C. Section 5309			\$0	\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0	\$0
	Subtotal		\$0	\$0	\$0	\$0	\$0
	TOTAL CAPITAL COST		\$0	\$0	\$0	\$0	\$0
	FEDERAL COST (80% or Full FTA fund		\$0	\$0	\$0	\$0	\$0
	LOCAL COST (20% or the Balan		\$0	\$0	\$0	\$0	\$0

OPERATING SCHEDULE FOR PUBLIC TRANSIT

FUNDING	OPERATING COST		FY15	FY16	FY17	FY18	TOTAL
Title 49 U.S.C. Section 5307	Annual Operating Cost	\$0	\$451,100	\$464,633	\$478,572	\$492,929	\$1,887,234
	TOTAL OPERATING COS		\$451,100	\$464,633	\$478,572	\$492,929	\$1,887,234
	FEDERAL COST (50%		\$225,550	\$236,828	\$248,669	\$261,102	\$972,149
	LOCAL COST (50%		\$225,550	\$236,828	\$248,669	\$261,102	\$972,149

**COLUMBUS-PHENIX CITY TRANSPORTATION STUDY
TRANSPORTATION IMPROVEMENT PROGRAM**

**PHENIX CITY - PEX
FY 15 CAPITAL PURCHASE**

Capital Item	Justification	FY15 Cost	Federal	State	Local
Parking Lot for Buses	Security	\$100,000	\$80,000	\$0	\$20,000
Sub Total		\$100,000	\$80,000	\$0	\$20,000
Contract Contingencies (5%)		\$5,000	\$4,052	\$0	\$948
Contract Administration (2%)		\$2,000	\$1,621	\$0	\$379
Total		\$107,000	\$85,673	\$0	\$21,327

**COLUMBUS-PHENIX CITY TRANSPORTATION STUDY
TRANSPORTATION IMPROVEMENT PROGRAM**

PHENIX CITY - PEX

BUS MODEL	CURRENT FLEET FY14	12 YEAR BUS REPLACEMENT SCHEDULE												
		FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	
1995														
1997														
1998														
2003	1													
2004														
2005	4	4	3	2	2	1								
2006														
2007														
2008	1	1	1	1										
2010														
2011	1	1	1											
2012														
2013														
2014	1	1	1	1	1	1	1							
2015		1	1	1	1	1	1	1						
2016			1	1	1	1	1	1						
2017				2	2	2	2	2						
2018					1	1	1	1						
2019						1	1	1						
2020							1	1						
2021								1						
TOTAL VEHICLE	8	8	8	8	8	8	8	8	0	0	0	0	0	
PEAK USAGE	4	4	4	4	5	5	5	5	6	6	6	6	6	
SPARES	4	4	4	4	3	3	3	3	2	2	2	2	2	
SPARE RATIO	100%	100%	100%	100%	60%	60%	60%	60%	33%	33%	33%	33%	33%	
VEHICLE RETIRED		1	1	1	1	1	0	1	1	1	1	1	0	

TIER II
TRANSIT PROJECTS

**COLUMBUS-PHENIX CITY TRANSPORTATION STUDY
TRANSPORTATION IMPROVEMENT PROGRAM
TIER II**

COLUMBUS TRANSIT - METRA

TOTAL OPERATING / CAPITAL / PLANNING SCHEDULE				
	FY19	FY20	FY21	TOTAL
TOTAL PROGRAM COST	\$6,779,480	\$7,052,894	\$7,372,604	\$21,204,978
FEDERAL COST	\$5,423,584	\$5,642,315	\$5,898,083	\$16,963,982
STATE COST	\$677,948	\$705,289	\$737,260	\$2,120,498
LOCAL COST	\$677,948	\$705,289	\$737,260	\$2,120,498
DOT DISTRICT#: 3	CONG. DIST: 2 and 3	RDC: River Vally RDC		

CAPITAL / PLANNING SCHEDULE FOR PUBLIC TRANSIT					
CAPITAL ITEM/DESCRIPTION	UNIT COST	FY19	FY20	FY21	TOTAL
Preventive Maintenance	Varies	\$730,000	\$735,000	\$740,000	\$2,205,000
Tire Leasing (Tires, Tubes, Materials)	Varies	\$48,000	\$49,000	\$50,000	\$147,000
Engine Rebuild Program	Varies	\$74,000	\$75,000	\$76,000	\$225,000
Transmission Rebuild Program	Varies	\$54,000	\$55,000	\$56,000	\$165,000
Paratransit Operations	Varies	\$75,000	\$76,000	\$77,000	\$228,000
Training	Varies	\$31,000	\$31,000	\$31,000	\$93,000
Replacement Supervisory Auto	Varies	\$15,000	\$0	\$16,000	\$31,000
Operational Equipment	Varies	\$615,000	\$620,000	\$625,000	\$1,860,000
Transit Enhancements	Varies	\$2,200	\$2,300	\$2,400	\$6,900
Replacement Buses	Varies	\$644,218	\$676,429	\$710,251	\$2,030,898
Replacement Buses Section 5309 (Discretionary)	Varies	\$560,000	\$0	\$720,000	\$1,280,000
Subtotal		\$2,288,418	\$2,319,729	\$2,383,651	\$6,991,798
Federal Cost (80%)		\$1,830,734	\$1,855,783	\$1,906,921	\$5,593,438
State Cost (10%)		\$228,842	\$231,973	\$238,365	\$699,180
Local Cost (10%)		\$228,842	\$231,973	\$238,365	\$699,180
Total Capital		\$2,288,418	\$2,319,729	\$2,383,651	\$9,375,449

TRANSIT PLANNING	FY19	FY20	FY21	TOTAL
Unified Planning Work Program	\$438,749	\$478,236	\$521,277	\$1,438,262
Total Planning Cost	\$438,749	\$478,236	\$521,277	\$1,438,262
TOTAL CAPITAL / PLANNING COST	\$2,727,167	\$2,797,965	\$2,904,928	#####
FEDERAL COST (80%)	\$2,181,733	\$2,238,372	\$2,323,943	\$6,744,048
STATE COST (10%)	\$272,717	\$279,797	\$290,493	\$843,006
LOCAL COST (10%)	\$272,717	\$279,797	\$290,493	\$843,006

OPERATING SCHEDULE FOR PUBLIC TRANSIT					
OPERATING COSTS		FY19	FY20	FY21	TOTAL
Annual Operating Cost		\$4,052,313	\$4,254,929	\$4,467,675	#####
TOTAL OPERATING COST		\$4,052,313	\$4,254,929	\$4,467,675	#####
FEDERAL COST (0%)		\$0	\$0	\$0	\$0
LOCAL COST (100%)		\$4,052,313	\$4,254,929	\$4,467,675	#####

**TRANSPORTATION IMPROVEMENT PROGRAM
TIER II**

PHENIX CITY - PEX

	TOTAL OPERATING / CAPITAL / PLANNING SCHEDULE			
FUNDING		FY19	FY20	TOTAL
	TOTAL PROGRAM COST	\$618,154	\$638,911	\$1,242,239
Title 49 U.S. C.	FEDERAL COST	\$494,523	\$511,129	\$1,005,652
Section 5307	LOCAL COST	\$123,631	\$127,782	\$251,413
	DOT DISTRICT#: 4 CONG. DIST:			

	CAPITAL / PLANNING SCHEDULE FOR PUBLIC TRANSIT				
FUNDING	CAPITAL ITEM/DESCRIPTION	UNIT COST	FY19	FY20	TOTAL
	Preventative Maintenance		\$103,318	\$108,484	\$211,802
	Route Signing		\$0	\$0	\$0
	Shelters		\$0	\$0	\$0
	Subtotal		\$103,318	\$108,484	\$211,802
	Contract Contingencies (5%)		\$5,166	\$5,424	
	Administration (2%)		\$2,066	\$2,170	
	Total Capital Cost		\$110,550	\$116,078	\$211,802
	Federal Cost (80% of full FTA funding)		\$88,440	\$92,862	\$181,302
	Local Cost (20% of the Balance)		\$22,110	\$23,216	\$45,326

Operating					
	Capital Item / Description		FY 19	FY 20	TOTAL
			\$507,604	\$522,833	\$1,030,437
	Federal Cost		\$406,083	\$418,266	\$824,350
	Local Cost		\$101,521	\$104,567	\$206,087
	Total Program Costs		\$507,604	\$522,833	\$1,030,437

"All projected costs of Alabama projects are in Year of Expenditure (YOE) dollars."

SECTION
AIRPORT PROJECTS
FISCAL YEAR 2015 - 2018

HARRIS COUNTY – TIP PROJECTS

FISCAL YEAR

2015-2018

CHATTAHOOCHEE COUNTY – TIP PROJECTS

FISCAL YEAR

2015-2018

CHATTAHOOCHEE TIP INDEX

Financial Plan for Street and Highway Projects 7-b

STREET AND HIGHWAY PROJECTS

<u>P.I. #</u>	<u>Streets</u>	<u>Page #</u>
0013743	SR 420 / US 280 @ Bagley Creek	7-1

NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP)

(M001)

IN (000'S)

ANTICIPATED REVENUES

PI #	PROJECT NAME	TIER I											
		FY15			FY16			FY17			FY18		
		PE	RW	CST	PE	RW	CST	PE	RW	CST	PE	RW	CST
0013743	SR 420/US280 @ Bagley Creek	\$0	\$0	\$0	\$600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL M001 COSTS		\$0	\$0	\$0	\$600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL M001 COSTS				\$0			\$600			\$0			\$0
AVAILABLE M001 FUNDS				\$0			\$600			\$0			\$0

0013743 – SR 520 / US 280 EB & WB @ Bagley Creek 2 MI SE of Cusseta
PROJECT DESCRIPTION: Bridge Improvements

Project #:	Project Length (MI):		County: Chattahoochee
P.I. #: 0013743	Existing Lanes:		DOT District:
TIP #:	Proposed Lanes:		CONG DIST:
Funding Code: M001	2007 ADT	2035 ADT	RDC:
Funding:	State/US #:		Local RD#

Project Phase	\$ Source	FY 15	FY 16	FY 17	FY 18	Total	FY 19	FY 20	Total
<i>Preliminary Eng.</i>	Fed/State	\$0	\$600	\$0	\$0	\$600	\$0	\$0	\$0
<i>Right-of Way</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Construction</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Project Cost		\$0	\$600	\$0	\$0	\$600	\$0	\$0	\$0
<i>Federal Cost</i>		\$0	\$480	\$0	\$0	\$480	\$0	\$0	\$0
<i>State Cost</i>		\$0	\$120	\$0	\$0	\$120	\$0	\$0	\$0
<i>Local Cost</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Comments: Total amount of PE - \$600,000.00



ILLUSTRATIVE PROJECTS – (TIA)

Project Sheet

Project Number: RC08-000060 **Project Name:** SR 219 Passing Lanes from Luther Land Bridge to Happy Hollow Road Improvements

GDOT ID: 0001812

Project Description: A passing lane will be constructed along SR 219 from Luther Land Bridge to Happy Hollow Road.

Regional Commission: River Valley

County: Muscogee County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
PE	\$1,597,736	\$1,597,736	
ROW	\$403,427	\$403,427	
CST	\$14,187,438	\$14,187,438	
UTL	\$1,501,837	\$1,501,837	
Total	\$17,690,438	\$17,690,438	

Public Benefit

Notes

Ensuring Safety and Security

This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.

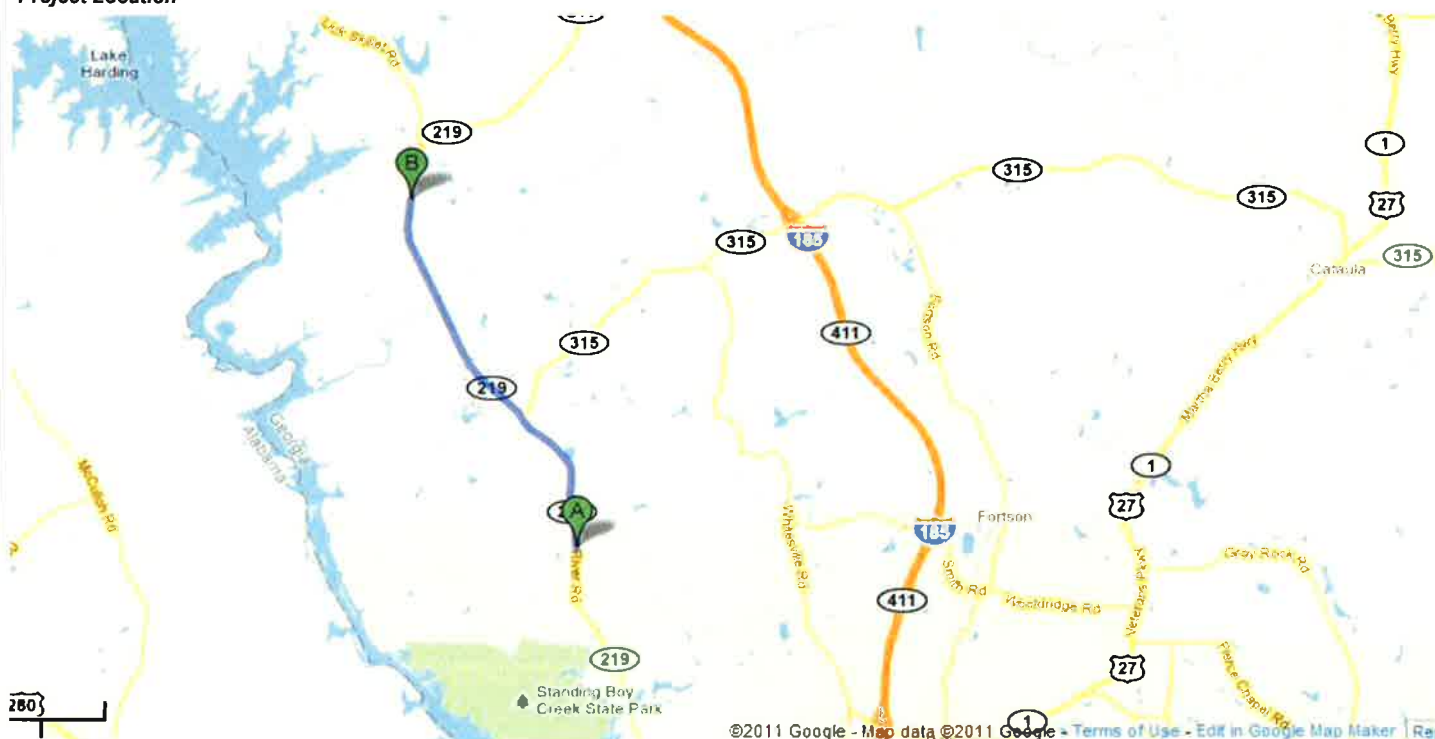
Maximizing the value of Georgia's Assets

This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.

Additional Benefits

This project would benefit the traveling public by providing passing lanes that will improve the flow of traffic and decrease the frequency and severity of crash incidents. The benefit will be providing a smoother surface for travel, along with optimizing capital asset management.

Project Location



Project Sheet

Project Number: RC08-000021 **Project Name:** SR 1/US 27 Widening from Turnberry Lane/Muscogee to SR 315

GDOT ID: 0006446

Project Description: The project is to widen SR1/US27 from Turnberry Lane in Muscogee County to SR 315 in Harris County. Additional design and right of way acquisition would be needed.

Regional Commission: River Valley

County: Harris County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
PE	\$3,000,000	\$1,500,000	This project is partially funded through TIA. The remaining project costs will be funded by other sources.
ROW	\$10,000,000	\$5,000,000	
CST	\$25,000,000	\$12,500,000	
UTL	\$2,000,000	\$1,000,000	
Total	\$40,000,000	\$20,000,000	

Public Benefit	Notes
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.
Ensuring Safety and Security	This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.
Additional Benefits	This project would benefit the traveling public by alleviating the congestion on US 27 (SR-1) and decreasing the frequency and severity of crash incidents. Currently, this corridor has a level of service of D, and has approximately 6,400 cars per day traveling on it. An additional benefit will be providing a smoother surface for travel, along with optimizing capital asset management. This project has been in the MPO's LRTP for a number of years, but funding shortfalls have prevented the project from moving forward.

Project Location



Project Sheet

Project Number: RC08-000058 **Project Name:** South Lumpkin Multi-Use Facility

GDOT ID: 0007633

Project Description: Construct South Lumpkin Multi-use facility along an abandoned rail road line from South Lumpkin Park to Old Cusseta Road.

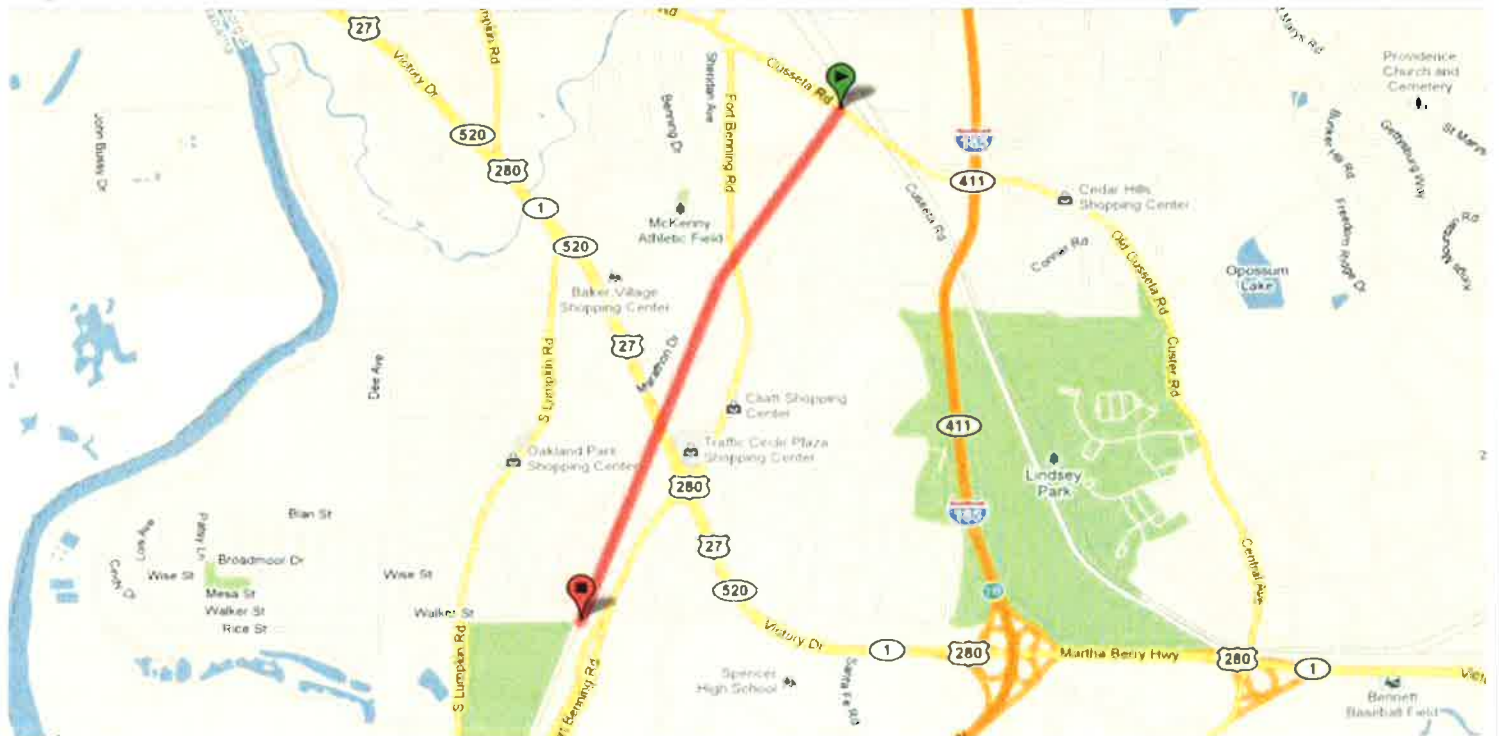
Regional Commission: River Valley

County: Muscogee County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
PE	\$500,000	\$500,000	
CST	\$3,000,000	\$3,000,000	
Total	\$3,500,000	\$3,500,000	A pedestrian / bicycle facility to be built along an abandoned rail road line. This linear greenway corridor is divided by Old Cusseta Road, Victory Drive, and Fort Benning Road. These divisions provide natural breaks in the greenway corridor. Each of the 4 sections' design will reflect the adjacent areas and their land use. Proposed uses will include a bike/walk facility accommodating both bicyclists and pedestrians. An asphalt surface will be installed in order to accommodate cyclists and meet safety codes.

Public Benefit	Notes
Increasing Modal Options (Bike/Ped)	This project could have a positive impact(s) for the local corridor and community while enhancing the efficiency and mobility of the regional transportation system. Other examples of possible benefits are: enhancing activity centers and the connectivity between other activity centers, reducing environmental impacts, and benefiting local communities and public health.
Additional Benefits	This project would benefit the traveling public by providing a multi-use trail facility between one of the largest activity center in Columbus (Fort Benning) and other activity centers in Southeast Columbus.

Project Location



Project Sheet

Project Number: RC08-000054 **Project Name:** Columbus River Walk

GDOT ID: 0011433

Project Description: The extension of the River Walk behind Bibb and City Mills to complete the River Walk project.

Regional Commission: River Valley

County: Muscogee County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
PE	\$1,000,000	\$1,000,000	
CST	\$9,000,000	\$9,000,000	
Total	\$10,000,000	\$10,000,000	

Public Benefit

Increasing Modal Options
(Bike/Ped)

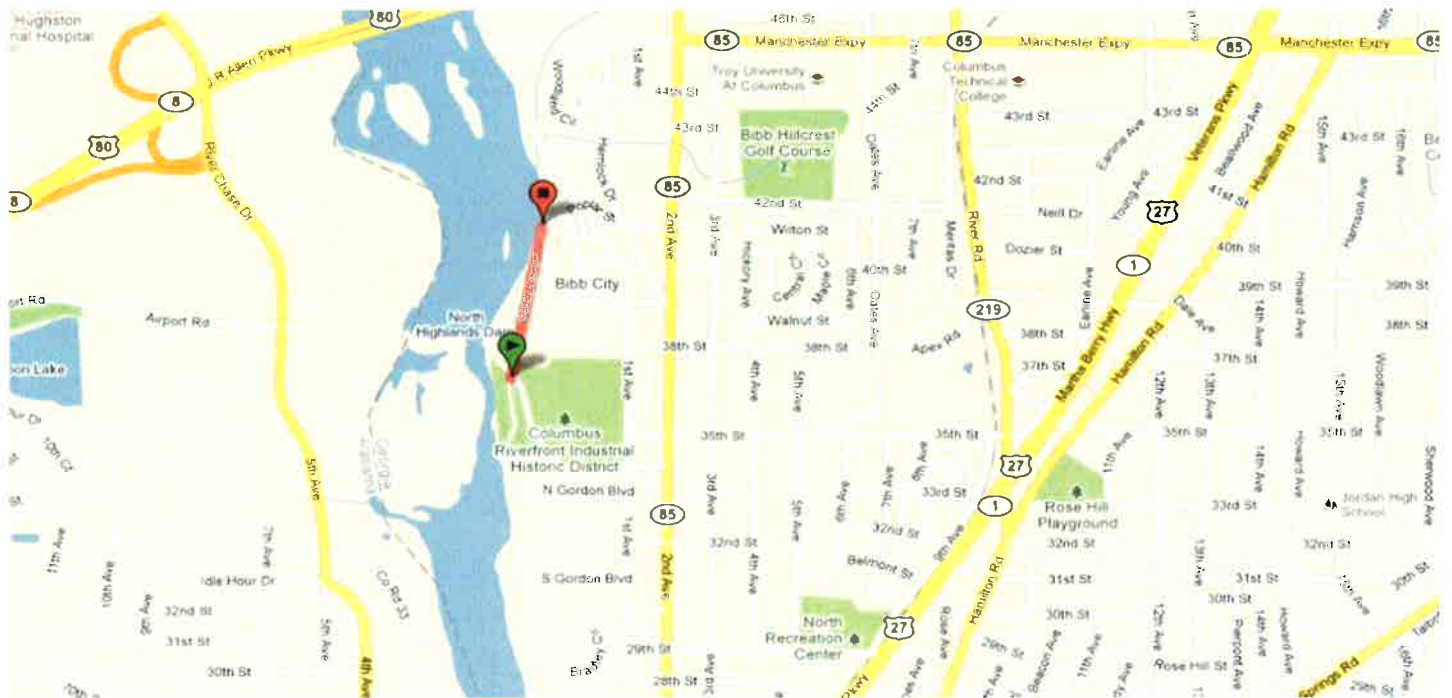
Notes

This project could have a positive impact(s) for the local corridor and community while enhancing the efficiency and mobility of the regional transportation system. Other examples of possible benefits are: enhancing activity centers and the connectivity between other activity centers, reducing environmental impacts, and benefiting local communities and public health.

Additional Benefits

This project would benefit the traveling public by providing a multi-use trail facility between the central business district in downtown Columbus and the activity centers in North Columbus.

Project Location



Project Sheet

Project Number: RC08-000055 **Project Name:** Cusseta and Old Cusseta Road Improvements

GDOT ID: 0011434

Project Description: The proposed project consists of improvements on Cusseta Road/Old Cusseta Road/CR 62 from Fort Benning Road to Staunton Drive. Project length is approximately 1.72 miles.

Regional Commission: River Valley

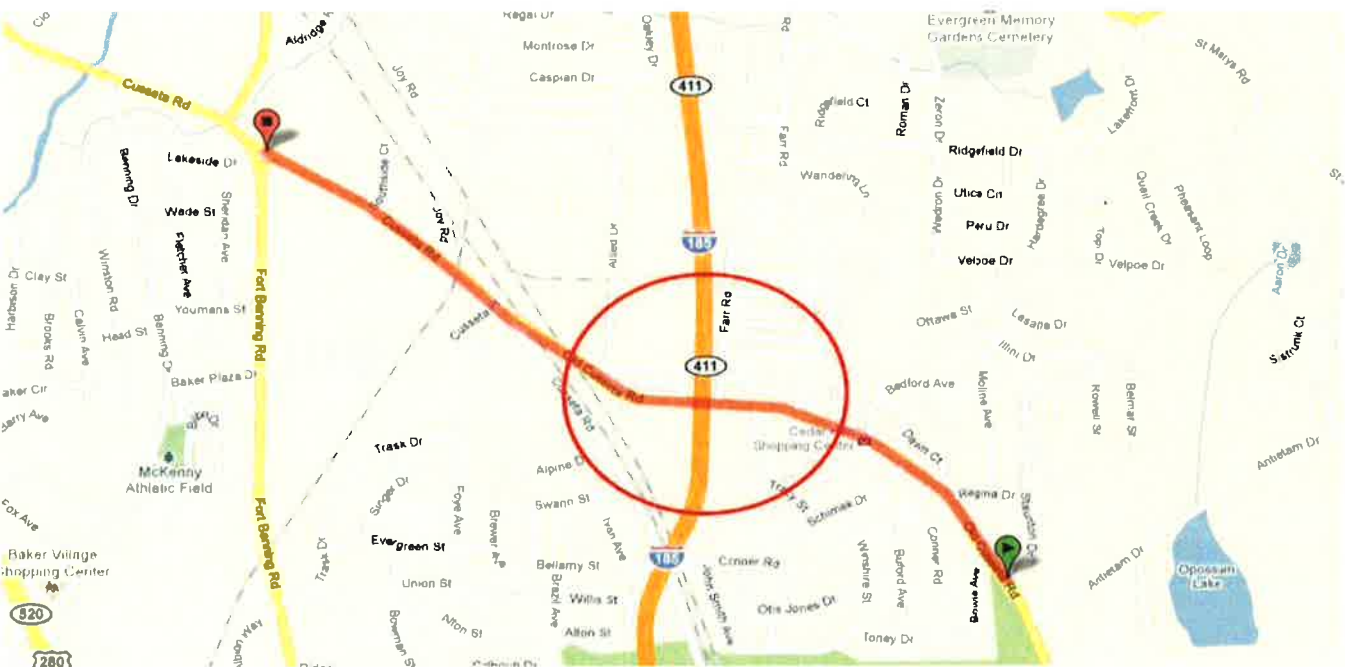
County: Muscogee County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
ROW	\$41,402,448	\$41,402,448	
CST	\$16,866,964	\$16,866,964	
Total	\$58,269,412	\$58,269,412	The existing two-lane roadway from Fort Benning Road to Farr Road would be improved to a four-lane roadway with curbs and gutters; a 20' raised grass median, sidewalks in each direction, and bicycle lanes in each direction. The existing two-lane roadway from Farr Road to Staunton Drive would be improved to a two-lane roadway with curbs and gutters, sidewalks, a center turn lane, and bicycle lanes in each direction.

Public Benefit	Notes
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.
Ensuring Safety and Security	This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.
Supporting Economic Growth/Competitiveness	This project could assist in having a positive impact on the economic vitality for this region, and in some cases possibly for the entire state. Its impact could also be observed along the roadway segment, corridor, and/or intersection. Example benefits could be: improved access to jobs; improved travel times for drivers; increased lane capacity; improved efficiency and reliability for freight cargo/goods movement; providing border to border and inter-regional connectivity; and improve local connectivity to statewide transportation network.

Additional Benefits	This project would benefit the traveling public by alleviating the congestion on Cusseta Road and Old Cusseta Road in the vicinity of I-185 in Southeast Columbus. Additional benefits would potentially decrease the frequency and severity of crash incidents. Currently, the Old Cusseta Road corridor has a level of service of D, and has approximately 7,060 cars per day traveling on it. An additional benefit will be providing a smoother surface for travel, along with optimizing capital asset management. This project has been in the MPO's LRTP for a number of years, but funding shortfalls have prevented the project from moving forward.
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Project Location



Project Sheet

Project Number: RC08-000056 **Project Name:** Intercity Express Bus Park-N-Ride Service

GDOT ID: 0011435

Project Description: Construction of three express bus Park-N-Ride locations into Columbus/Muscogee County using existing sites. Each express route will have a wheelchair accessible bus that provides express bus service Monday through Saturday; 4:20 am until 7:20 pm or Monday through Saturday; 4:20 am until 11:20 pm (extended service hours). Each express bus will make 15 round trips (a round trip is outbound from the Transfer Center to Park-N-Ride and inbound from Park-N-Ride to the Transfer Center).

Regional Commission: River Valley

County: Muscogee County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
TR-O	\$22,400,000	\$22,400,000	
Total	\$22,400,000	\$22,400,000	

Public Benefit

Increasing Modal Options (Transit)

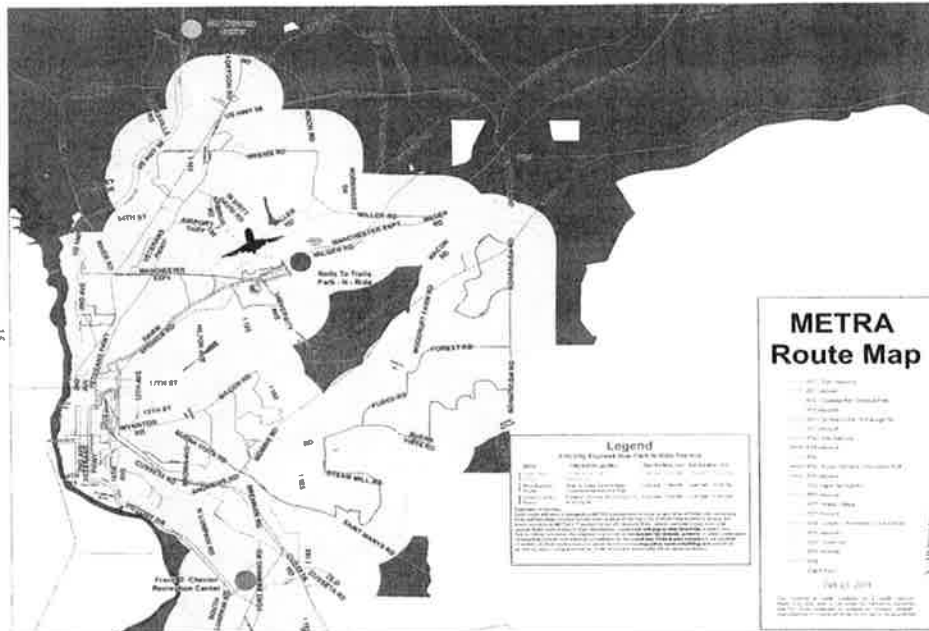
Notes

This project will provide mobility options for all travelers; improve access to employment; and help mitigate congestion and maximize the use of existing infrastructure by promoting high-occupancy travel.

Additional Benefits

This project would benefit the traveling public by providing an additional facility to utilize multi-modal express transit service to access other regional activity centers in Columbus, including the central business district in downtown. Additional benefits would potentially decrease the frequency of crash incidents by increasing transit use and thereby reducing the amount of trips taken in personal vehicles.

Project Location



Project Sheet

Project Number: RC08-000057 **Project Name:** Intersection Improvements along Buena Vista Road (Columbus Spider Web Network)

GDOT ID: 0011436

Project Description: The project will include road realignments and/or a possible overpass on Buena Vista Road due to a Norfolk Southern Railroad Crossing. The project limits on Buena Vista Road are between Martin Luther King Jr Blvd and St. Marys Rd.

Regional Commission: River Valley

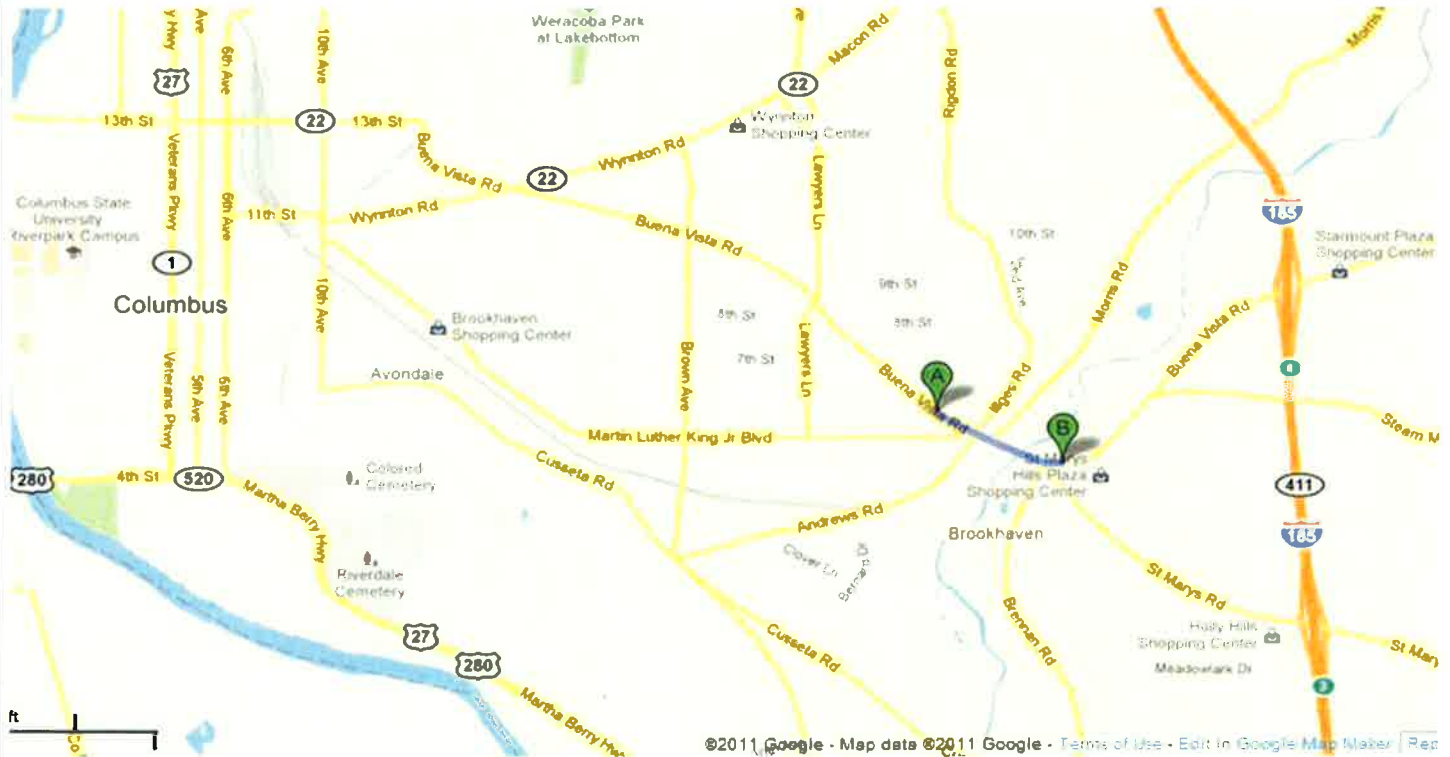
County: Muscogee County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
PE	\$2,522,522	\$2,522,522	Construction of project will include road realignments and a possible overpass. Approximately seven (7) trains a day cross Buena Vista Road daily. Of the seven, six are through trains that travel through Columbus during the daytime (3) and evening (3). There are seven (7) roads that are impacted and are heavily congested when the trains are traveling through this area.
ROW	\$8,648,648	\$8,648,648	
CST	\$25,225,225	\$25,225,225	
UTL	\$3,603,605	\$3,603,605	
Total	\$40,000,000	\$40,000,000	

Public Benefit	Notes
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.

Additional Benefits
This project would benefit the traveling public by alleviating the congestion at the critical convergence of several arterial roadways in Southeast Columbus by removing the existing at-grade railroad crossing. Currently, the Buena Vista Road corridor has approximately 27,130 cars per day that are regularly delayed by slow moving trains blocking the roadway for extended periods. The benefit of a new flyover bridge would decrease average travel times and improve emergency services response time by eliminating the delays created by the regular train blockages.

Project Location



Project Sheet

Project Number: RC08-000062 **Project Name:** US 27/Custer Road Interchange Reconstruction/Modification at Fort Benning

GDOT ID: 0011437

Project Description: This project would reconstruct the US 27/Custer Road Interchange.

Regional Commission: River Valley

County: Muscogee County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
PE	\$1,000,000	\$1,000,000	The property is located within the City of Columbus. The property in question is bounded by US 27 to the south, I-185 to the west, and Cusseta Road to the north and east, which is the western boundary of Fort Benning at this location. Public access to this property is currently restricted by the US ARMY for security reasons. The project will reconstruct the existing interchange to accommodate future growth of Fort Benning due to BRAC and provide permanent public access to the proposed development that will not interfere with Base security.
CST	\$19,000,000	\$19,000,000	
Total	\$20,000,000	\$20,000,000	

Public Benefit	Notes
Ensuring Safety and Security	This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.
Additional Benefits	This project would benefit the traveling public by alleviating the congestion at the main entrance to Fort Benning by providing additional access to the largest activity center in Muscogee County. Additional benefits would potentially decrease the frequency and severity of crash incidents. An additional benefit will be providing a smoother surface for travel, along with optimizing capital asset management.

Project Location



Project Sheet

Project Number: RC08-000052 **Project Name:** Buena Vista Road Interchange

GDOT ID: 0012577

Project Description: The purpose of the project is to reconstruct the interchange at I-185 and Buena Vista Road.

Regional Commission: River Valley

County: Muscogee County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
ROW	\$28,700,000	\$28,700,000	
CST	\$18,970,000	\$18,970,000	
Total	\$47,670,000	\$47,670,000	PE was authorized in 2001 therefore design costs were removed from project total although it was included within initial request. Only ROW and CST are reflected in project total.

Public Benefit	Notes
Ensuring Safety and Security	This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.

Additional Benefits	This project would benefit the traveling public by alleviating the congestion at and along Buena Vista Road and provide improved access to I-185 in Southeast Columbus. This project could also potentially decrease the frequency and severity of crash incidents and provide a smoother surface for travel, optimizing capital asset management. This project has been in the MPO's L RTP for a number of years, but funding shortfalls have prevented the project from moving forward.
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Project Location

